



MAYWOOD GENERAL PLAN

LAND USE AND CIRCULATION ELEMENTS

ADOPTED APRIL 24, 2007

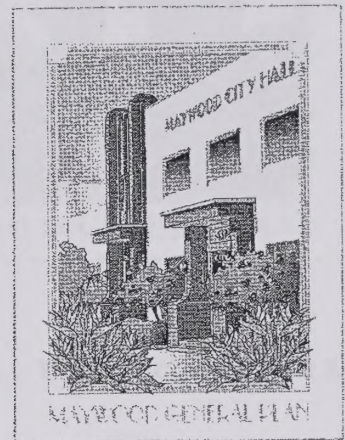
HT 168
M3815 M38
2007
IGSL

CONTENTS

Land Use and Circulation Elements

Land Use Elements and Circulation Elements

City of Maywood



Adopted April 24, 2007

City of Maywood Planning Department
4319 East Slauson Avenue
Maywood, CA 90270

Contact:
David Mango, Planning Department Director
(323) 562-5721

10-22-2017
Water Meter
2007
10-22-2017

Land Use and Circulation Elements

City of Hayward



Adopted July 12, 2017

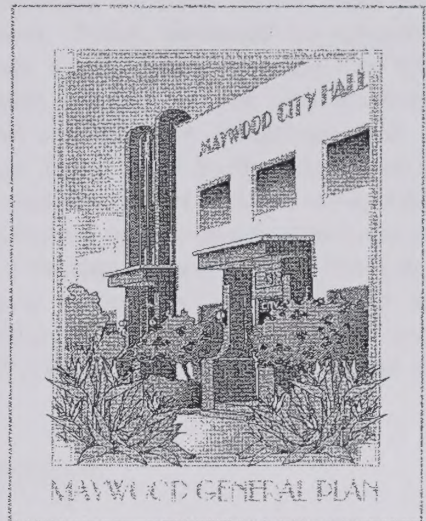
City of Hayward
10000 Lakeside Blvd.
Hayward, CA 94543

City of Hayward
10000 Lakeside Blvd.
Hayward, CA 94543

Page 1

CONTENTS

Land Use Element and Circulation Element



Introduction	Introduction Page 1
Land Use Element.....	Land Use Page 1
Circulation Element	Circulation Page 1
Implementation Programs	Implementation Programs Page 1

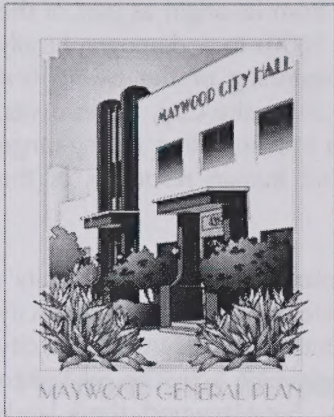
CONTENTS

Land Use Element and Circulation Element



Introduction	Page 2
Land Use Element	Page 2
Circulation Element	Page 2
Implementation Program	Page 2

INTRODUCTION



The City of Maywood has changed dramatically since the 1930's, when the area was famous for fruit and walnut groves. Today, Maywood is a culturally diverse and dynamic community of over 42,000 residents. The City has approximately 430 acres of land designated for residential use, approximately 670 square feet per person. Maywood combines the characteristics of a community with a firm link to its heritage, broad vision for the future, and a commitment to action. The City offers residents and the business community important cultural, economic, and educational opportunities that continue to define and shape Maywood's "place" in the San Gabriel Valley. The City, community residents, and the business community are committed to implementing a long-range plan that enhances the physical, economic, and human resources of the community. This General Plan has been crafted to achieve these objectives.

Important planning issues facing the City include:

- What commercial and residential opportunities can be realized in Maywood?
- How can the City reinforce a unique identity along its commercial corridors?
- As local and regional growth occurs, what improvements to the local circulation system can be made to ensure smooth and safe travel for residents, employees, and visitors?
- What tools are appropriate to preserve the character of residential neighborhoods and allow for new housing opportunities?
- Given limited vacant land resources remaining in the City, what flexible land use regulations can be used to accommodate a range of development types and intensities and enhance the economic viability of its commercial base?
- What incentives can be used to enhance the quality of life in the City's neighborhoods and to attract modern commercial business, including light manufacturing and high technology industries?

The General Plan establishes the framework for moving from the Maywood of today toward the desired community of the future. This Plan guides the City to the year 2025 by establishing goals and policies that address land use, circulation, economic development, and related issues. Each of these issues affects quality of life in Maywood and the economic health of the community. Incorporating input from residents, City leaders and businesses in Maywood,

the General Plan works to retain the qualities that make the City unique, responds to the dynamics of regional growth, and meets changing community needs. Implementation of the General Plan will ensure that future development projects are consistent with the community's goals and that adequate urban services are available to meet the needs of new development. The City of Maywood has grown from its origin as part of the Mission San Gabriel de Archangel in the early 1800s to a demographically rich city with over 28,000 residents at the beginning of the twenty-first century. As Maywood moves toward the year 2020, the City, its residents, and the business community are committed to implementing a long-range plan that enhances the physical, economic, and human resources of the community.

Maywood Planning Area

The geographical area addressed by a general plan is not limited to a city's corporate limits. In addition to establishing policies for properties within city boundaries, a city may plan for any unincorporated lands outside the city limits which may influence the decisions and planning activities related to properties within the city's own corporate limits. For Maywood, these lands include all properties contained within the City's corporate limits, plus properties within the City's sphere of influence.¹ The sphere of influence consists of the unincorporated community of South San Gabriel located adjacent to the City's eastern boundary between New Avenue and San Gabriel Boulevard. The entire planning area encompasses 5,834 acres, with approximately 5,255 acres within the City's corporate limits and an additional 579 acres within the sphere of influence (Figure I-1). This Plan also recognizes those portions of unincorporated East Los Angeles bordering the City's southwestern corner that have a bearing upon traffic and land use in Maywood. Thus, although the planning area does not include East Los Angeles, the General Plan includes policies that encourage mutually beneficial planning and development decisions.

History of the Community

The Laguna Land & Water Company was incorporated December 3rd, 1912, for the purpose of purchasing and subdividing the famous Old De Baker Rancho. The rancho had constituted an impassable barrier in the path of expanding Los Angeles. Comprehensive plans for developing the vast De Baker Rancho into a self-supporting community were made.

In 1915, Thomas Ross is credited with building the first structure in the area located on Cudahy Road (later named Atlantic Boulevard). By 1919, there were enough inhabitants to warrant a name for the town. Local residents were surveyed and they selected the name Maywood in honor of a young lady working for the land corporation. The town's christening took place on May 4, 1919 with some 300 people attending the event.

Farms continued to be subdivided; by 1924, Maywood's population reached 1,000. The residential section was developed with a variety of lot sizes ranging from "city lots" to "half acre garden home sites". The industrial and

¹ Every county in California has a so-called Local Agency Formation Commission, or LAFCO, which establishes sphere of influence boundaries for incorporated jurisdictions. The Los Angeles County LAFCO has identified a sphere of influence for Maywood consisting of an unincorporated area known as South San Gabriel.

business included manufacturers of such items as milk bottles, steel castings, hotel and ship ranges, permanent colors and dyes, reed furniture, and composition roofing. Their products were distributed throughout the continental United States, Central and South America, Hawaii, and Asia. More than thirty-five hundred people were employed in these businesses.

Direct transportation linked Maywood to downtown Los Angeles via the Pacific Electric Railway; six stations on the Whittier line were located in Maywood. Additional public transportation was provided by the Maywood Bus Line to Huntington Park along Slauson Avenue and Pacific Boulevard. From Huntington Park, passengers could travel throughout Los Angeles via the Los Angeles Railway system and travel to Bell and Cudahy via a bus along Baker Avenue.

On September 2, 1924 Maywood citizens voted to incorporate.

Purpose and Scope of the General Plan

A general plan is a document required by state law that serves as a guide to the long-term physical development of a community. A city's general plan can be thought of as a *pattern* or *blueprint* for future growth and development.

Per state regulations, a general plan must address at least the following issues: land use, circulation, housing, noise, safety, conservation, and open space (California Government Code 65302). However, a jurisdiction can craft its general plan to deal with any issue which decision makers, staff, residents, business owners, and other stakeholders deem important to the community. The Maywood General Plan discusses these issues in a series of six chapters called *elements*. These elements are:

- Land Use
- Economic Development
- Circulation
- Housing
- Safety and Community Services
- Resources

Table I-1 shows the relationship between the six elements of the Maywood General Plan and the state-mandated elements.

Table I-1
RELATIONSHIP OF MAYWOOD GENERAL PLAN ELEMENTS
TO STATE-MANDATED ELEMENTS

Maywood General Plan Elements	State-Mandated General Plan Elements							Optional
	Land Use	Circulation	Housing	Noise	Safety	Conservation	Open Space	
Land Use	♦							
Circulation								♦
Circulation		♦						
Housing			♦					
Safety & Community Services				♦	♦			
Resources						♦	♦	

In addition to the six elements, this General Plan also includes an Implementation Program (see Appendix A). The Implementation Program, adopted separately from the General Plan elements and subject to annual review, identifies the specific actions the City will undertake to implement the goals and policies contained in the elements. Annual review of the Implementation Program allows the City to adjust programs and planned actions to respond to new or refocused priorities, to address annual budget constraints and/or opportunities, and to account for change in any physical condition or circumstance in the community (for example, occurrence of a natural disaster). Several supporting documents were produced during the development of the Maywood General Plan, including the General Plan Technical Report and the General Plan Program Environmental Impact Report (Program EIR). The technical report includes background data necessary for issue identification and plan preparation. Due to the length of these reports, they have been compiled separately and are available for review at City Hall. The background information contained in the technical reports is temporal and will become outdated as conditions change.

Because the technical reports are not incorporated into the General Plan policy document, updating the technical report will not require a General Plan amendment, although it may lead to subsequent General Plan amendments.

General Plan Organization and Use

The General Plan is comprised of this Introduction, the six elements, and a Glossary, plus the separate Implementation Program (Appendix A). The elements and the Implementation Plan will help the City achieve its vision for the future. Each of the six elements, with the exception of the Housing Element, is organized according to the following format: (1) Introduction; (2) Important Terms and Concepts; (3) Related Plans and Policies; and (4) Issues.

The Introduction of each element presents a discussion of each element's purpose and defines the scope and content of the element. To help readers understand certain technical terms used in each element, the Important Terms and Concepts section defines those terms. The Related Plans and Programs section of each element examines pertinent programs that affect Maywood and the way the City plans for development and growth.

The Issues section of each element addresses identified planning issues, goals, and policies related to the element topic. The issues, goals, and policies are based on input received from the community during workshops, a community survey, through meetings of the General Plan Update Committee (GPUC), and as a result of City Council and Planning Commission hearings conducted for the General Plan.

Planning goals are overall statements of community desires and are comprised of broad statements of purpose or direction. The policies serve as guides to the City Council, Planning Commission, and City staff in their review of development proposals and execution of decisions that affect development.

The structure of the Housing Element differs slightly because state law is very specific about issues that must be addressed in housing elements. In addition to broad goals and policies, the Housing Element contains numeric goals for housing rehabilitation and new housing construction, as well as descriptions of programs the City will pursue toward those goals.

The structure of the elements allows readers to easily locate issues of interest and to read a summary of the City's goals and policies relative to a particular topic. However, General Plan readers should realize that the General Plan is an integrated document. The policies contained in the various elements are interrelated and should be examined comprehensively. For example, many of the Economic Development Element policies tie closely to policies contained in the Land Use Element. All policy components must be considered together.

Community Participation

Public participation plays an important role in the development of the Maywood General Plan. Because the General Plan reflects the community goals and objectives, citizen input is essential to identifying issues and formulating goals. Public participation and education in the General Plan preparation process occurred through the following methods:

- A public opinion survey made available to every property owner.
- Community workshops that encouraged residents and business people to identify issues important to Maywood.
- Information about the General Plan program on the City's Web site.
- Articles in the City-produced quarterly newsletter.
- Public hearings before the Planning Commission and City Council.
- Approval of the General Plan by City voters per City ordinances requiring such a procedure.

LAND USE ELEMENT



TABLE OF CONTENTS

Land Use Element

The American Dream is an evolving image and the American Metropolis is its ever-changing reflection. The two feed one another in a complex, interactive cycle. At one point a dream moves us to a new vision of the city and community; at another the reflection of the city transforms that dream with harsh realities or alluring opportunities. We are at a point of transformation once again and the two, city and dream, are changing together.

- Peter Calthorpe,
*The Next American Metropolis: Ecology, Community,
and the American Dream*



Page

Introduction.....	1
Scope and Content of the Land Use Element	1
Related Terms and Concepts.....	3
Density and Intensity	3
Floor Area Ratio	3
Nonconforming.....	4
Redevelopment.....	4
Related Plans and Programs	5
Zoning Ordinance	5
Redevelopment Plans	5
Regional Comprehensive Plan and Guide	5
Air Quality Management Plan.....	6
Land Use Plan.....	7
Overview of Land Use Objectives.....	7
Land Use Categories.....	7
Residential.....	7
Town Center Commercial	8
Mixed Use	8
Industrial	8
Public/Quasi-Public	11
Parks	11
Key Land Use Issues for Maywood.....	12
Residential Neighborhoods	12
Commercial Vitality	13

Continued Operation of Industrial Businesses.....	14
Growth Management.....	15
Mixed-Use Development.....	17
Aesthetics	18
Park Space.....	18
Zoning and the Land Use Element.....	19
Implications of Land Use Policy	20

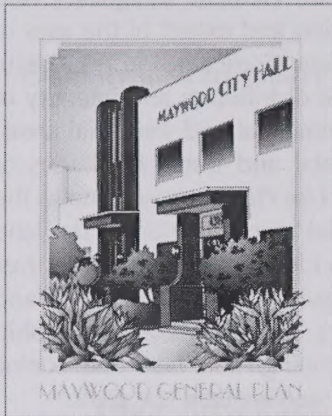
LIST OF TABLES

LU-1	General Plan/Zoning Consistency	20
LU-2	Existing and Proposed Land Use and Population Estimates.....	21

LIST OF FIGURES

LU-1	Floor Area Ratio Illustrated	3
LU-2	Land Use Policy Map	9

INTRODUCTION



Maywood, as a built-out community, has for many years faced the challenge of preserving the character of its residential neighborhoods and business districts while accommodating growth in response to regional needs for new housing and jobs. Bounded on all sides by mature urban development, Maywood's opportunities for responding to growth needs are limited to the recycling and intensification of existing land uses. During the last decades of the twentieth century, development activity focused on the more efficient use of sites large enough for additional housing units or commercial space. While these trends will continue, the City anticipates that new opportunities will emerge for combining residential and commercial uses in vibrant mixed-use districts. This Land Use Element guides these changes and provides a framework for decision-makers to ensure that new development continues to incorporate the qualities important to Maywood.

The Land Use Element describes long-range goals for the physical development of the community, both in terms of land use type and intensity, as well as urban character and form. The Element also provides the framework for all other General Plan elements, since the manner in which land is used in Maywood affects:

- The design of the circulation system (Circulation Element);
- How the City pursues new business activity (Economic Development Element);
- Where housing will be located and what types of housing will be provided (Housing Element);
- How these uses create noise levels affecting the quality of life for people living and working in Maywood (Noise Element);
- How the City provides urban services to residents and businesses and prepares for natural and human-made disasters (Public Safety); and finally,
- How the City allocates open space and similar resources for the purposes of parks, environmental resource protection, and passive recreation (Open Space/Conservation Element).

Scope and Content of the Land Use Element

This Land Use Element supports the community's desire to retain and expand upon Maywood's unique and important features: its diverse residential neighborhoods, the potential of its commercial corridors, and the public facilities and services provided to the community. At the same time, the goals and policies look toward the need to ensure the City's long-term fiscal stability, to



accommodate the housing requirements of the community's diverse demographic make-up, and to respond to the retail and service commercial preferences of a broader-based community.

State planning law requires that the Land Use Element designates "the proposed general distribution and general location and extent of the uses of the land" for a variety of purposes (Government Code Section 65302[a]). Through maps and text, this Element defines the distribution and intensity of development of residential neighborhoods, commercial and industrial areas, parks and other open spaces, and governmental and institutional uses of properties in Maywood. In particular, the *Land Use Plan* section contains the Land Use Policy Map, which presents a pictorial representation of the land use distribution. The *Land Use Plan* section also identifies land use objectives where specific policies will be implemented to guide the City toward its land use (and related) goals. Finally, the Element describes the relationship between General Plan land use policy and zoning, and how the zoning ordinance provides the primary means for implementing land use goals.

RELATED TERMS AND CONCEPTS

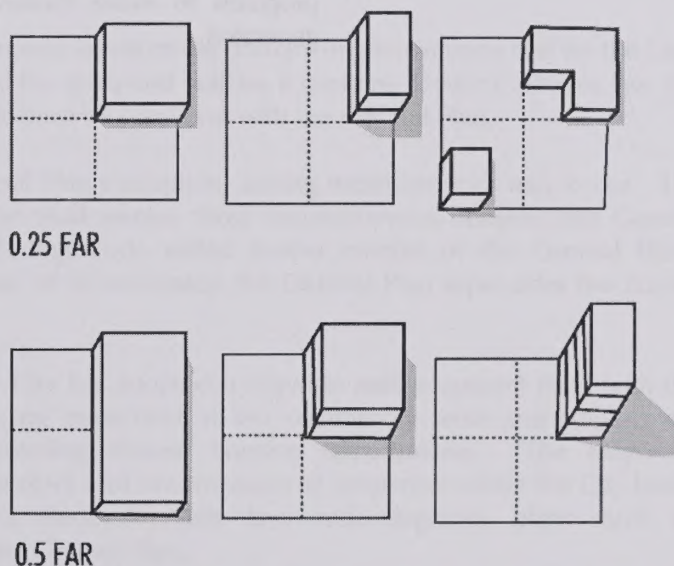
This Element uses several planning terms important in the discussion of land use issues.

Density and Intensity

Density and *intensity* are terms used to describe the level of development existing or permitted on a parcel of land. *Density* applies to residential land use classifications and refers to the number of allowable housing units (sometimes called dwelling units) per net acre of land. For nonresidential land use categories, *intensity* means the total amount of development on a lot. Intensity can be expressed in several ways, such as the total building square footage, the mass of a building, the percent of lot coverage, or the floor-area ratio (abbreviated as FAR). This Element uses FAR to describe permitted intensity for nonresidential land use categories.

Floor-Area Ratio

Floor-area ratio, or FAR, represents the relationship between the total floor area of all buildings on a lot and the total area of that lot. The FAR is determined by dividing the total floor area of all buildings by the area of that lot. For example, a 5,000 square-foot building on a 10,000 square-foot lot represents a FAR of 0.5. A 0.5 FAR can provide for a low-rise building covering most of the lot, a mid-sized structure with reduced lot coverage, or a tall building with substantial outdoor space or landscaping (see Figure LU-1).



$$\text{Floor Area Ratio (FAR): } \frac{\text{Gross Building Area}}{\text{Lot Area}}$$

Figure LU-1
Floor-Area Ratio Illustrated

Nonconforming

Any use or structure that does not conform to the zoning regulations is considered a *nonconforming* use. *Nonconforming* can include:

- (1) Nonconforming structures (by virtue of size, type of construction, location on land, or proximity to other structures);
- (2) Nonconforming use of a conforming building;
- (3) Nonconforming use of a nonconforming building; and
- (4) Nonconforming use of land.

Redevelopment

Redevelopment, under California Redevelopment Law, provides cities with the authority, scope, and financing mechanisms needed to reverse negative business trends, remedy blight, provide job development incentives, and create a new community image. Redevelopment establishes a process for the planning and implementation of community improvement strategies, and allows a city to clearly define what public and private improvements are to be accomplished toward these ends.

As authorized under state redevelopment law, Maywood uses *tax increment financing* to fund improvement projects. Tax increment revenues come from property taxes. When an agency adopts a redevelopment plan, the assessed property values at that point in time become fixed. As property values within the development area rise over time, Maywood is authorized to collect the difference between the fixed assessed value and the new assessed value (that is, the tax increment). Maywood can issue bonds, using as a guarantee the estimated future tax increment revenues, thus allowing redevelopment programs to move forward before tax increment revenues are actually generated.

RELATED PLANS AND PROGRAMS

The Land Use Element provides the framework within which the City makes all of its development decisions. Because the Land Use Element scope is necessarily broad, addressing the entire City over a twenty-year planning period, the City adopts detailed plans and ordinances to set forth specific standards for development and project design. These regulatory documents, described below, include the City's zoning ordinance, specific plans that encompass limited geographic areas, and redevelopment plans.

As Maywood makes land use decisions that affect surrounding jurisdictions and, in turn, neighboring cities adopt policy measures that impact Maywood, regional governance agencies have prepared plans to address issues of regional concern, including land use, air quality, transportation, and affordable housing. This General Plan, thus, reflects the issues, policies, and regulations of the regional plans listed below.

Zoning Ordinance

The City's zoning ordinance, which is part of the Municipal Code, establishes regulations with respect to permitted uses, allowable density, building height, and development character, etc. The zoning ordinance consists of a map that delineates zoning designations by parcel, and text that explains the purposes of each designation, specifies permitted and conditional uses, and establishes development and performance standards.

The zoning ordinance serves as the primary implementation tool for the Land Use Element and the goals and policies it contains. Under California law, the zoning ordinance must be consistent with the General Plan.

Upon this General Plan's adoption, zoning inconsistencies may occur. The City of Maywood shall resolve those inconsistencies between the General Plan and the Zoning Code within twelve months of the General Plan's adoption. In case of inconsistency, the General Plan supersedes the Zoning Code.

Redevelopment Plans

Since 2000, the City has adopted a citywide redevelopment plan, with the goal of encouraging investment in key commercial areas and employment centers and providing diverse housing opportunities. The Maywood redevelopment project area encompasses all properties within the City limits. Under California Redevelopment law, redevelopment plans must be consistent with the General Plan.

Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) undertakes regional planning efforts for the six-county SCAG region that includes Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's efforts focus on developing strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the SCAG region. The *Regional Comprehensive Plan and Guide* — developed with active participation from local agencies, elected officials, the business community, community groups, and private institutions, and private citizens— sets forth broad goals and objectives intended to be implemented by participating jurisdictions and agencies such the South Coast Air Quality

Air Quality Management Plan

Management District and Los Angeles County Metropolitan Transportation Authority.

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A nonattainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting state or federal standards for a given pollutant). The plan must outline specific programs and strategies, and timelines for bringing the area into compliance with national and/or state air quality standards. The *Air Quality Management Plan* prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin. The assumptions and programs contained in the Plan draw directly from regional goals, objectives, and assumptions contained in SCAG's *Regional Comprehensive Plan and Guide*.

LAND USE PLAN

Overview of Land Use Objectives

This section describes the planned distribution and development intensities of all land uses citywide, and identifies specific goals the City will pursue within designated focus areas. The City's goals and objectives with respect to land use are to:



- Retain and enhance the residential character of Maywood
- Revitalize the commercial base
- Continue to accommodate clean, safe industrial and manufacturing practices that are compatible with surrounding neighborhoods and commercial areas
- Plan for an orderly growth and development, and the growth impact on public services
- Encourage mixed-use (residential uses above commercial uses) development along Slauson Avenue and Atlantic Boulevard
- Maintain and encourage community pride through visual streetscape enhancements
- Increase park acreage

Land Use Categories

To maintain the desired balance of uses in the community and achieve community goals regarding housing, economic development, industrial business opportunities, parks, and public facilities, the City will make land use decisions in conformance with the Land Use Policy Map. The Land Use Policy Map, presented as Figure LU-2, illustrates properties designated for business and industrial activity, identifies existing residential neighborhoods and locations for new housing through mixed-use opportunities, shows parks and recreation amenities for the community, and indicates sites for schools and other public land uses. The land use categories shown on the map are as follows.

Residential



Residential - The Residential land use designation provides for single-family detached and attached homes and multi-family units (i.e., apartments, townhomes, and condominiums). A maximum density of 20 units per net acre is permitted. Uses such as second living units, guest houses, community centers, parks, day care facilities, churches, and similar uses compatible with the neighborhood may also be permitted, consistent with zoning ordinance regulations. The corresponding zoning district is Residential (R-3).

Specialty Residential Overlay - The Specialty Residential Overlay designation accommodates senior and affordable housing on select parcels with Residential as the underlying designation. The Specialty Residential Overlay allows a maximum density of 48 units per net acre. Senior housing and non-

senior affordable housing is permitted by right. Non-senior affordable housing is subject to planned unit development (PUD) standards and procedures. The PUD process is not meant to constrain the production of multi-family housing but to ensure compatibility with surrounding uses and to provide flexibility in development standards.



Town Center Commercial

The Town Center Commercial land use designation accommodates larger commercial retail uses in the vicinity of the Slauson Avenue/Atlantic Boulevard intersection. Examples of appropriate uses include retail stores that serve the citywide or regional market, specialty shops, and other commercial uses that contribute to the City's tax base. Professional offices and medical/dental clinics may be permitted on a more limited basis. The maximum intensity of development is a 0.3:1 FAR.



Mixed Use



The Mixed Use designation encourages the integration of commercial, office, and residential uses to facilitate optimum use of properties and to create pedestrian districts. Uses may be mixed vertically, with residential units above street-level office and retail businesses. Commercial uses include retail, service, office, and dining establishments. This designation seeks to bring higher-density residential development to areas where commercial services are available. The designation allows a maximum density of 48 units per net acre and a maximum commercial development FAR of 0.5:1. The mixed-use zoning district — Mixed Use (MU) — implements this land use designation.

Industrial

The Industrial land use designation supports manufacturing and industrial activities. This designation maintains the City's industrial base while ensuring compatibility with adjacent uses. Industrial uses that do not create conditions hazardous or otherwise detrimental to surrounding development are the only uses permitted. The maximum intensity of development is an FAR of 0.4:1.





Maywood General Plan





CITY OF COMMERCE

710

LOS ANGELES RIVER

HUNTINGTON PARK

BELL

1ST ST
2ND ST
LONG BEACH Fwy

- LIBRARY
- POST OFFICE
- CITY HALL/POLICE
- MAJOR SHOPPING CENTER
- MINOR SHOPPING CENTER
- SCHOOL
- HOSPITAL
- CITY BOUNDARY

1,250 2,500 ft

This page left blank intentionally.

Public/Quasi-Public



The Public/Quasi-Public category provides areas throughout the City for a variety of public, quasi-public,¹ and institutional uses. The primary land uses permitted include:

- 1) Public buildings, including but not limited to, City Hall, public libraries, and police and fire stations
- 2) Quasi-public facilities such as public utility facilities, water wells, and similar uses
- 3) Institutional uses such as public schools, private schools, and hospitals
- 4) Utility easements

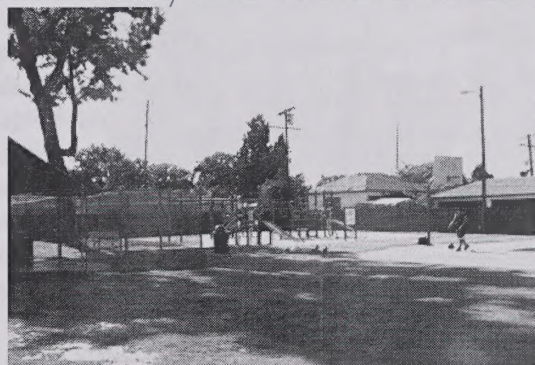
For each type of development, zoning ordinance regulations control the maximum permitted intensity of development. The maximum intensity of development is 0.5:1 FAR.



Parks



The Parks designation applies to publicly owned and dedicated parkland. Associated facilities that may be developed include areas for active sports play, large multi-purpose fields for community events and informal recreation, tot lots, picnic areas, multi-purpose sports fields and courts, concessions, community event space, maintenance/support facilities, and caretaker facilities. Park or green space may be, also, achieved through joint use agreements with the Los Angeles Unified School District and utility companies (easements).



¹ Quasi-public uses are defined as uses directly related to a legitimate governmental or quasi-governmental activity or function.

Key Land Use Issues for Maywood

The community has identified the following topic areas and objectives as the most important to land use decision-making in Maywood:

- Stable Residential Neighborhoods
- Commercial Vitality
- Continued Operation of Industrial Uses
- Growth Management
- Mixed-Use Development
- Aesthetics
- Park Space

Residential Neighborhoods

Housing covers nearly 60 percent of the land area in the City, offering residents a variety of housing choices: detached houses, duplexes, apartments, and housing designed to meet the special needs of the City's older residents. Maywood is a mature community (the majority of the housing stock is over 50 years in age); residential property maintenance is an important issue. If housing is not properly maintained, its deterioration can depress property values, discourage reinvestment, and eventually impact the quality of life in the neighborhoods. Furthermore, new residential development, which is predominately multi-family in nature, should be high quality and not overburden existing public facilities and services. Development standards for new multi-family projects should be established to regulate bulk and mass, among other issues. It is important to ensure ongoing preventative maintenance, housing improvement, and the new high-quality housing construction to preserve and enhance the quality of life in the neighborhoods.



Goals and Policies

Goal 1.0

Preserve and enhance the character and quality of Maywood's residential neighborhoods.

Policy 1.1

Promote efforts to correct housing deficiencies including housing stock quality and housing availability

Policy 1.2

Vigorously enforce building, zoning, health, and safety codes to enhance residential property maintenance.

Policy 1.3

Reduce overcrowding in existing rental housing units.

Policy 1.4

Regulate the use of walls, fences, and hedges on residential property to ensure these elements are attractive and add value to the neighborhood.

Policy 1.5

Encourage conservation and rehabilitation programs aimed at improving and maintaining the quality of the existing housing stock in the City.

Policy 1.6 Establish, maintain, and enforce multi-family development standards that regulate the use of properties in a manner that protects the health, safety, and general welfare of the community.

Policy 1.7 Provide adequate funding and staffing to support code enforcement programs as a high priority.

Policy 1.8 Use financing incentives (redevelopment funds, state and federal funds such as CDBG and HOME) in conjunction with code enforcement efforts to assist with rehabilitation of residential units.

Policy 1.9 Provide a variety of residential development opportunities in Maywood, ranging from single- and multi-family uses in the Residential land use designation and higher density housing in Mixed Use areas.

Policy 1.10 Require developers of higher density multi-family projects to provide adequate parking facilities.

Policy 1.11 Use Redevelopment as a mechanism for additional residential development.

Commercial Vitality

Commercial businesses along Slauson Avenue and Atlantic Boulevard provide a vital revenue source for the City. Given Maywood's built-out character, the City encourages recycling of outdated commercial uses to those that offer the optimal range of goods and services. Such recycling will not only boost the City's tax base, but will add convenience for residents to shop in Maywood rather than outside of the City. An important component of attracting this mix of businesses is to offer attractive and well-maintained business districts.



Goals and Policies

Goal 2.0

Promote new commercial development and maintenance of existing commercial uses to enhance the quality of Maywood's commercial districts along Slauson Avenue and Atlantic Boulevard.

Policy 2.1 Attract and retain a wide range of businesses offering a range of commercial goods and services to the City's residents.

Policy 2.2 Actively market and promote Maywood as a good place to do business, work, and live.

Policy 2.3 Strengthen the City's economic and tax base by attracting businesses that will be most economically beneficial to the community.

Policy 2.4 Encourage increased private investment in declining or deteriorating neighborhoods.

- Policy 2.5** Work with existing businesses to develop, expand, and implement strategies to market, attract, and retain retail commercial uses.
- Policy 2.6** Target potential sites/areas for the development of key commercial projects that can accommodate an integrated mix of retail, office, restaurants, entertainment, and residential uses.
- Policy 2.7** Provide rehabilitation assistance to targeted commercial sites/areas to enable upgrading of commercial properties.
- Policy 2.8** Encourage the assembly of land through public incentives to promote higher intensity commercial development.
- Policy 2.9** Provide assistance to non-conforming properties along Slauson Avenue to allow them to achieve conformance.
- Policy 2.10** Encourage redevelopment of older commercial properties and underutilized parcels.
- Policy 2.11** Vigorously enforce building, zoning, health, and safety codes to promote commercial property maintenance.
- Policy 2.12** Continue to enforce landscape, signage, and parking standards for commercial development.
- Policy 2.13** Require high-quality commercial development that contributes to the identity of the community.
- Policy 2.14** Encourage infill development that is architecturally and environmentally sensitive, incorporates sustainable planning and construction, and is compatible with neighboring land uses.

Continued Operation of Industrial Businesses

Approximately six percent of the City's total land area mostly located on the northeast and southeast corners of the City, adjacent to the cities of Vernon and Commerce, respectively, are dedicated to industrial use. Little or no opportunity for new industrial development exists in Maywood unless higher industrial development intensity is permitted to increase.



While the industrial businesses in Maywood are valued members of the community and opportunities exist for enhancing established industrial uses, the majority of the industrial properties are in close proximity to residential uses. As a result, intensification or recycling of the existing industrial uses may offer opportunities for eliminating inherent land use conflicts through transition to more compatible industrial uses and better site and building design.

In addition, Industrial Planned Unit Development Standards in the Zoning Code can serve as an incentive for industrial redevelopment and also be more compatible with less intense surrounding uses.



Goals and Policies

Goal 3.0

Maintain the City's existing industrial base while ensuring compatibility with adjacent uses.

Policy 3.1

Facilitate the continued recycling of aging industrial uses to businesses more compatible with adjoining residential neighborhoods.

Policy 3.2

Establish and maintain regulations for the establishment and operation of industrial uses that address parking, landscaping, screening of storage areas, and minimize nuisances such as smoke, noise, odors, and vibrations.

Policy 3.3

Require industrial developments to provide adequate on-site employee parking to minimize adverse impact and congestion on local streets.

Growth Management

As one of the most densely populated communities in Los Angeles County and, in fact, the nation, Maywood's public facilities and services experience full utilization. The City and other public service entities provide the full range of urban facilities and services for Maywood residents and businesses: water supply, treatment, and distribution; sewage treatment, solid waste disposal; drainage/flood control; fire protection and emergency services; law enforcement, public education; parks, community centers and recreational opportunities; and libraries. The provision and maintenance of these services and facilities protect the quality of life and enhance the livability of the community.



Public facilities and services require upgrading and expansion on a periodic basis to accommodate future growth and development and to address the stresses on the facilities imposed by time. The following goals and policies work to ensure that future development is paced appropriately so that public services and facilities continue to be provided at acceptable levels of service to meet the community's needs.



Goals and Policies

Goal 4.0

Allow new development when public facilities and services have sufficient capacity to serve those uses.

Policy 4.1

Properly locate and adequately size public facilities to meet existing and projected demand.

Policy 4.2

Evaluate the impact of development proposals on public facilities and services.

Policy 4.3

Require residential development proposals to include an evaluation of the capacity for sewer service, water supply, and other types of infrastructure.

Policy 4.4

Coordinate with public and private agencies to improve public facilities as density increases.

Policy 4.5

Periodically inventory and monitor the condition of the City's sewer, water, storm drainage, streets, and parks, libraries, schools, health care facilities (i.e. hospitals), and other supporting appurtenances

Policy 4.6

Work with public and quasi-public service providers to ensure that the City's investment in its infrastructure is protected.

Policy 4.7

Utilize redevelopment planning to improve infrastructure and streetscapes throughout the City.

Goal 5.0

Improve access to and quality of community services and facilities within the City.

Policy 5.1

Promote the shared use of public school recreation land and facilities for City recreation uses and/or community centers.

Policy 5.2

Encourage the coordination of social and childcare programs.

Policy 5.3

Support the rehabilitation and expansion of existing libraries to meet the changing needs of the community.

Policy 5.4

Encourage the development of a new civic center that will serve as a source of community pride and identity.

Policy 5.5

Assure the effective participation of Maywood residents in land use decisions.

Policy 5.6

Improve pedestrian access to community facilities and services.

Policy 5.7

Improve and expand community services and facilities for seniors, including community centers, hospitals, dental office, and health clinics.

Mixed-Use Development

Maywood's compact size, grid street pattern, access to public transportation, and intensity of development create conditions ideal for pedestrian activity and development approaches that combine places to live with places to work, shop, and pursue leisure activities. The concept of mixed-use development has long been established in intense urban downtowns, but the approach has proven successful at a smaller scale as well, as communities throughout California rediscover the efficiencies and vibrancy mixed-use development brings.

Mixed use provides for the integration of commercial, office, and residential uses within a specific geographic area. Uses may be mixed vertically, with residential units above street-level office and retail businesses. Mixed-use development is permitted and encouraged along Slauson Avenue and Atlantic Boulevard. This approach to land use in Maywood will bring energy and diversity to Slauson Avenue and Atlantic Boulevard, with higher density residential development in areas where services are available. To maintain the primarily business function of these districts, businesses must be oriented toward the street to encourage and facilitate pedestrian activity and access. The Zoning Code will establish design standards to encourage possible street/sidewalk/parking relationship and encourage pedestrian oriented activity.



Goals and Policies

Goal 6.0

Create a mixed-use district along Slauson Avenue and Atlantic Boulevard that provides opportunities for economic development and accommodates a complementary mix of commercial and residential uses.

-
- Policy 6.1** Provide zoning incentives that encourage mixed-use development that enhances pedestrian activity, creates synergy between the various commercial uses, and is well designed.
 - Policy 6.2** Promote the development of low-and moderate-income housing in mixed-use areas by offering density bonuses and other financial or regulatory incentives for providing units for low- and moderate-income residents.
 - Policy 6.3** Establish and enforce mixed-use development standards that address access, parking, pedestrian circulation, landscaping, and aesthetics.
 - Policy 6.4** Require ground-floor commercial uses to be oriented to the street and sidewalks to encourage a vital and appealing pedestrian experience.
 - Policy 6.5** In mixed-use development, require ground floor commercial space to be used for retail businesses.
 - Policy 6.6** Investigate the establishment of a City Parking Authority to provide public parking to serve businesses along Slauson Avenue and Atlantic Boulevard.

Policy 6.7 Ensure that the architecture, landscape design, and site planning of mixed-use projects are of the highest quality, emphasizing a pedestrian scale and safe and convenient access between uses.

Policy 6.8 Ensure that adequate public gathering areas or plazas are incorporated within mixed-use projects to allow for social interaction and community activities.

Aesthetics



Maintaining pride in the community requires continued reinvestment in the aesthetic quality of residential neighborhoods and business districts. Community aesthetics apply to both private and public properties, particularly streetscape improvements. Slauson Avenue and Atlantic Boulevard are the most traveled streets within Maywood, serving both local and regional traffic. Enhancement along these corridors can create an enduring positive image for the City. Enhancements may include street trees, undergrounding of utilities, street furniture, enhanced paving, signage, and lighting. Maywood also has the opportunity to differentiate itself when visitors, shoppers, or residents enter the City from neighboring jurisdictions. Gateways can have distinctive design features such as signs, graphics, landscaping, and accent lighting to welcome people to Maywood.



Goals and Policies

Goal 7.0

Achieve aesthetic enhancements citywide to distinguish Maywood.

Policy 7.1 Vigorously enforce building, zoning, health, and safety codes to promote property maintenance.

Policy 7.2 Promote housing and neighborhood beautification efforts.

Policy 7.3 Direct efforts at maintaining and upgrading commercial and industrial areas of the community which have experienced disinvestment.

Policy 7.4 Enhance the streetscapes of Slauson Avenue and Atlantic Boulevard.

Policy 7.5 Establish attractive, identifiable City gateways.

Park Space

For many years, Maywood City Park and Pixley Park, totaling 5.8 acres, represented the only open space area available to residents. With the targeted completion of Maywood Riverfront Park in 2005, an additional 7.3 acres were added to the park system. Although Maywood Riverfront Park doubled



the park resources of the City, the parkland in Maywood remains low. For this reason, park uses will be permitted throughout the City, thereby allowing every opportunity to increase park resources to be vigorously pursued.

Goals and Policies

Goal 8.0

Increase the acreage of park uses within the City.

- Policy 8.1** Provide similar or equal levels of parks and recreational facilities to all areas of the community.
- Policy 8.2** Develop mini-parks, where appropriate, on land acquired or donated to the City.
- Policy 8.3** Partner with State and County agencies to develop additional park resources.
- Policy 8.4** Explore the recreational potential of publicly owned lands and utility rights-of-way.
- Policy 8.5** Promote park construction in west Maywood to ensure adequate park and open space amenities for the area's residents.

Goal 9.0

Protect, maintain and better utilize existing parks and recreation facilities.

- Policy 9.1** Protect, maintain, and upgrade existing parks and recreation facilities, eliminating evidence of vandalism, wear, and deterioration.
- Policy 9.2** Better utilize parks and recreation facilities to increase the level of multi-use capabilities and high degree of adaptability to more intensive use or uses as recreation demand changes and/or population density increases.

Zoning and the Land Use Element

The Maywood Zoning Ordinance serves as the primary tool for implementing land use policy. Under California law, the zoning ordinance must be consistent with the General Plan, requiring that each land use category has one or more corresponding zone designations. The development standards and land use regulations contained in the zoning ordinance must reflect the policy statements contained in the Land Use Element. While the General Plan may be somewhat general in its discussion of permitted land uses and development intensities, the zoning ordinance must provide the specificity property owners and developers seek in identifying how particular properties can be used and developed.

Table LU-3 identifies the relationships between land use categories and zoning designations.

**Table LU-1
GENERAL PLAN/ZONING CONSISTENCY**

General Plan Land Use Category	Corresponding Zone Designations	Notes
Residential	R-3	
Specialty Residential Overlay	RS	
Mixed Use		New zoning designation, Mixed Use (MU), and corresponding regulations needed to fully implement land use policy
Town Center Commercial	C	
Industrial	M	
Public/Quasi-public	All zoning designations	
Park	All zoning designations	

Implications of Land Use Policy

Over time, as property owners redevelop sites within the City and changes in land use or intensity occur consistent with this Land Use Element, the overall distribution of land use will shift. Table LU-2 summarizes the shift in land uses from the existing to the proposed uses and the corresponding level of development anticipated to result from implementation of the Land Use Policy Map, and the goals and policies contained in this Element.

Table LU-2
EXISTING AND PROPOSED LAND USE AND POPULATION ESTIMATES

Land Use Category	Existing Acres	Percent of Total	Proposed acres	Percent of Total	Proposed Average Density	Existing Dwelling Units	Proposed Dwelling Units*	Existing Square Feet (in 1,000)	Potential Square Feet (in 1,000)	Population*
										28,511
Residential	441	59%	425	57%	16 du/ac	6,701	6,808			580
Specialty Residential Overlay	N/A	N/A	4	1%	35 du/ac	---	139			1,063
Mixed Use										
Residential	N/A	N/A	7	1%	35 du/ac	---	54			
Commercial (General Commercial)	55	7%	45	6%	0.30			99	586	
Town Center Commercial	12	2%	14	2%	0.25			131	156	
Industrial	45	6%	46	6%	0.40			689	802	
Public/Quasi-Public	17	2%	22	3%	0.25			183	245	
Parks		Less than 1%								
	7		13	2%						
Streets and ROWs	172	23	172	23%						
Total	749	100%	749	100%		6,701	7,200	1,602	1,789	30,154

The buildout population projections presented in this table are based on the projected number of dwelling units that can be accommodated and the year 2000 Census persons per household factor for Maywood, which is 4.34. A 3.5% vacancy rate is applied to the population and housing estimates per the 2000 Census.

CIRCULATION ELEMENT

ESTIMATE OF 2010 LAND USE AND POPULATION ESTIMATE

Land Use Category	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050
Residential	1,200	1,300	1,400	1,500	1,600	1,700	1,800	1,900	2,000	2,100	2,200
Commercial	500	550	600	650	700	750	800	850	900	950	1,000
Industrial	300	350	400	450	500	550	600	650	700	750	800
Public	100	110	120	130	140	150	160	170	180	190	200
Open Space	200	210	220	230	240	250	260	270	280	290	300
Water	100	100	100	100	100	100	100	100	100	100	100
Transportation	50	50	50	50	50	50	50	50	50	50	50
Other	50	50	50	50	50	50	50	50	50	50	50
Total	2,400	2,670	2,970	3,280	3,640	4,000	4,360	4,720	5,080	5,440	5,800

The following table shows the estimated population and land use for the year 2010. The population is estimated to be 2,970 people, and the land use is estimated to be 2,970 acres. The population is estimated to be 2,970 people, and the land use is estimated to be 2,970 acres. The population is estimated to be 2,970 people, and the land use is estimated to be 2,970 acres.

CIRCULATION ELEMENT



TABLE OF CONTENTS

Circulation Element

*The circulation element is not simply a transportation plan.
The provisions of a circulation element affect a community's physical,
social and economic environment.*

- State of California General Plan Guidelines



Page

Introduction.....	1
Scope and Content of the Circulation Element.....	1
Relationship to other General Plan Element	2
Related Plans and Programs	3
SCAG Regional Transportation Plan	3
METRO Congestion Management Plan	3
I-710 Major Corridor Study	3
Regional Air Quality Management Plan.....	4
Important Concepts and Terms.....	5
Level of Service	5
Intelligent Transportation Systems	6
Street/Highway Classifications.....	6
Freeway.....	6
Major Highway	6
Secondary Highway	6
Collector.....	8
Local Street.....	8
Bicycle Path Classification.....	8
Bicycle Paths.....	8
Bicycle Lanes	8
Bicycle Routes	8
Circulation Plan	9
Regional Access.....	9
I-710 Freeway Issues.....	9
Local Street System.....	10

Neighborhood Traffic Safety.....	12
Truck Routes.....	12
Public Transportation	14
Bicycle and Pedestrian Circulation.....	15
Parking.....	17

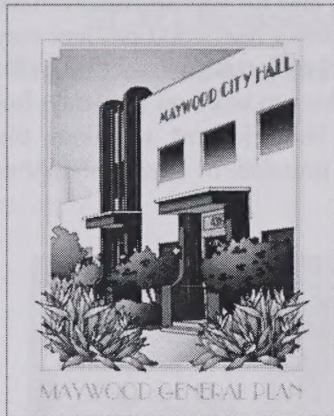
LIST OF TABLES

C-1	Level of Service Interpretation at Signalized Intersections.....	5
-----	--	---

LIST OF FIGURES

C-1	Roadway Cross-Section Classification	7
C-2	Master Circulation Plan	11
C-3	Truck Route System	13
C-4	Proposed Master Plan for Bikeways	18

INTRODUCTION



Maywood has a well-developed circulation system consisting of two major arterial roadways, a secondary roadway, several collector streets, and a network of local streets that connect residents to all parts of the City, as well as to neighboring communities. Regional access is provided by the nearby I-710 Freeway. The two major roadways, Slauson Avenue and Atlantic Boulevard, not only provide access to and from Maywood and the surrounding communities but also serve as transportation thoroughfares providing access to and from the nearby freeway system, mainly to the I-710 and the I-5. To service residents who do not drive, the City operates a successful Dial-A-Ride program that supplements local public transit resources. A future citywide bicycle network will also increase transportation options for Maywood residents.

As one of the smallest and most densely developed communities in Los Angeles County, Maywood's circulation system bears a significant burden. Well-planned circulation is of utmost importance since the City relies heavily on the commercial corridors serving as major transportation thoroughfares. Travel delays and road hazards with the resulting driving frustrations will not only impact public safety but will also affect the economic well-being of the city.

The ease with which people can move within and through Maywood depends upon good circulation planning. In a built-out community like Maywood, where the street system is well established, opportunities for improving circulation may seem limited. The Circulation Element aims to be creative in addressing anticipated circulation needs and the ability of the road network and alternative transportation modes to meet travel demand into the future. The Circulation Element emphasizes the maintenance of a transportation system that responds to the demand of current and planned land uses, as set forth in the Land Use element, as well as the projected through traffic: intercommunity and freeway bound.



Scope and Content of the Circulation Element

State law requires:

"...a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan."



The broad purpose of the Circulation Element is to define a safe, efficient, and adequate circulation system in Maywood that responds to all circulation needs. Circulation refers to the actual physical circulation system consisting of freeways, streets, bicycle routes, and sidewalks, as well as modes of transportation including cars, buses, trucks, trains, bicycles, ridesharing, and walking. People at different stages of their lives and for various reasons have different transportation needs. For example, a senior Maywood resident may ride the bus to shop for groceries but may need more specialized dial-a-ride services to visit a doctor. A young person may drive to work on weekdays but choose to bike to a park on weekends. This Element examines the transportation requirements of a diverse population and establishes appropriate policies.

Relationship to other General Plan Elements

The circulation system should accommodate the level of traffic generated by current and future development within the City and by present and future through traffic created by regional traffic growth. Thus, this Element presents a circulation plan that is based upon land use policy set forth in the Land Use Element, as well as the projected increase in through traffic.



RELATED PLANS AND PROGRAMS

SCAG Regional Transportation Plan

The Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG) addresses regional issues, goals, objectives, and policies for the Southern California region. The plan, which SCAG periodically updates to reflect changing conditions in the southland, has been developed with active participation from local agencies, elected officials, the business community, community groups, private institutions, and private citizens. The plan sets broad goals for the region and provides strategies to reduce problems related to congestion and mobility.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the *Air Quality Management Plan*.

METRO Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (METRO) is responsible for planning and operating regional transit facilities in Los Angeles County. As part of its functions, METRO prepares the Congestion Management Plan, or CMP, mandated by State law. Individual cities within the County are responsible for implementing the CMP. The Los Angeles County CMP identifies the transportation network, establishes services levels for network routes, identifies strategies to reduce congestion, and sets forth requirements for local jurisdictions to ensure CMP compliance. The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed.

The CMP identifies a network of arterial roadways and all freeways in the County that comprise the CMP system. The Long Beach Freeway, I-710, is the only regional roadway/freeway that is relevant to the City of Maywood, according to the CMP. While the I-710 freeway falls outside the Maywood city boundaries, it plays an integral role in affecting mobility in the City and is therefore addressed in this Circulation Element.

I-701 Major Corridor Study

Facilitated by the Governor's Traffic Congestion Relief Plan, in 2002 Caltrans, Gateway Cities Council of Governments, the Los Angeles County METRO, and SCAG initiated a multi-year Major Corridor Study of the I-710, Long Beach Freeway to analyze traffic congestion and other mobility problems along this Corridor and to develop multi-modal, timely, cost-effective transportation solutions from the ports of Los Angeles and Long Beach to State Route 60. This study constitutes a comprehensive evaluation of the I-710 freeway corridor, parallel arterials, and other components of the system's infrastructure, including goods movement analysis focusing on truck transport. Maywood City officials and staff participate in policy and technical planning to ensure Maywood's interests were appropriately reflected in the strategy.

Regional Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a non-attainment area. (A non-attainment area is a geographic area identified by the Environmental Protection Agency and/or California Air Resources Board as not meeting federal or state standards for a given pollutant). The plan must outline specific programs, strategies, and timelines for bringing the area into compliance with national and/or state air quality standards.

The Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD), first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards for healthier air quality in the South Coast Air Basin. Many of the programs address circulation improvements since fossil-fuel-powered vehicles account for more than 60 percent of nitrogen oxides emissions and 70 percent of the carbon monoxide emissions within the basin.

IMPORTANT CONCEPTS AND TERMS

Level of Service

The efficiency and quality of traffic operations can be described in terms of Level of Service, or LOS. Levels of Service range from A to F, with LOS A indicating excellent operating conditions with little delay to motorists, and LOS F denoting congested conditions with excessive vehicle delay. Generally, LOS D is considered the lowest acceptable operating conditions on an urban arterial roadway. The LOS designations correspond to volume-to-capacity (V/C) ratios calculated for roadways. For example, a roadway that carries 18,000 vehicles per day, with a capacity to accommodate 20,000 vehicles per day, has a V/C of 0.90. Table C-1 correlates the roadway LOS interpretation to V/C ranges and the actual traffic conditions associated with each LOS designation.

Table C-1
LEVEL OF SERVICE INTERPRETATION AT SIGNALIZED INTERSECTIONS

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-0.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.61-0.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71-0.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. <u>This level is typically associated with design practice for peak periods.</u>	0.81-0.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.91-1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982.

Intelligent Transportation Systems

The application of Intelligent Transportation Systems (ITS) technology allows control of traffic by advanced computer and communication technologies. The goal of ITS is to reduce travel times, vehicle delay, and overall congestion. Additional benefits accrued from the application of ITS include safety and traveler information. A number of corridors and areas in Maywood are ideally suited for ITS application, provided coordination with adjacent cities allows for an interconnected system to facilitate through traffic.

Street/Highway Classifications

Roadways typically are classified according to their overall purpose or function within a system of roads. Road classification is based primarily on traffic volume and on the interruption of traffic flow. For example, freeways carry very high traffic volumes and have an uninterrupted flow (no traffic signals or stop signs, and access is limited to freeway ramps and interchanges).

Maywood uses five roadway classifications for which standards are prescribed. The development standards are based on the Los Angeles County Code Book, with modifications to collectors and local streets to better reflect existing conditions within Maywood.

Freeway

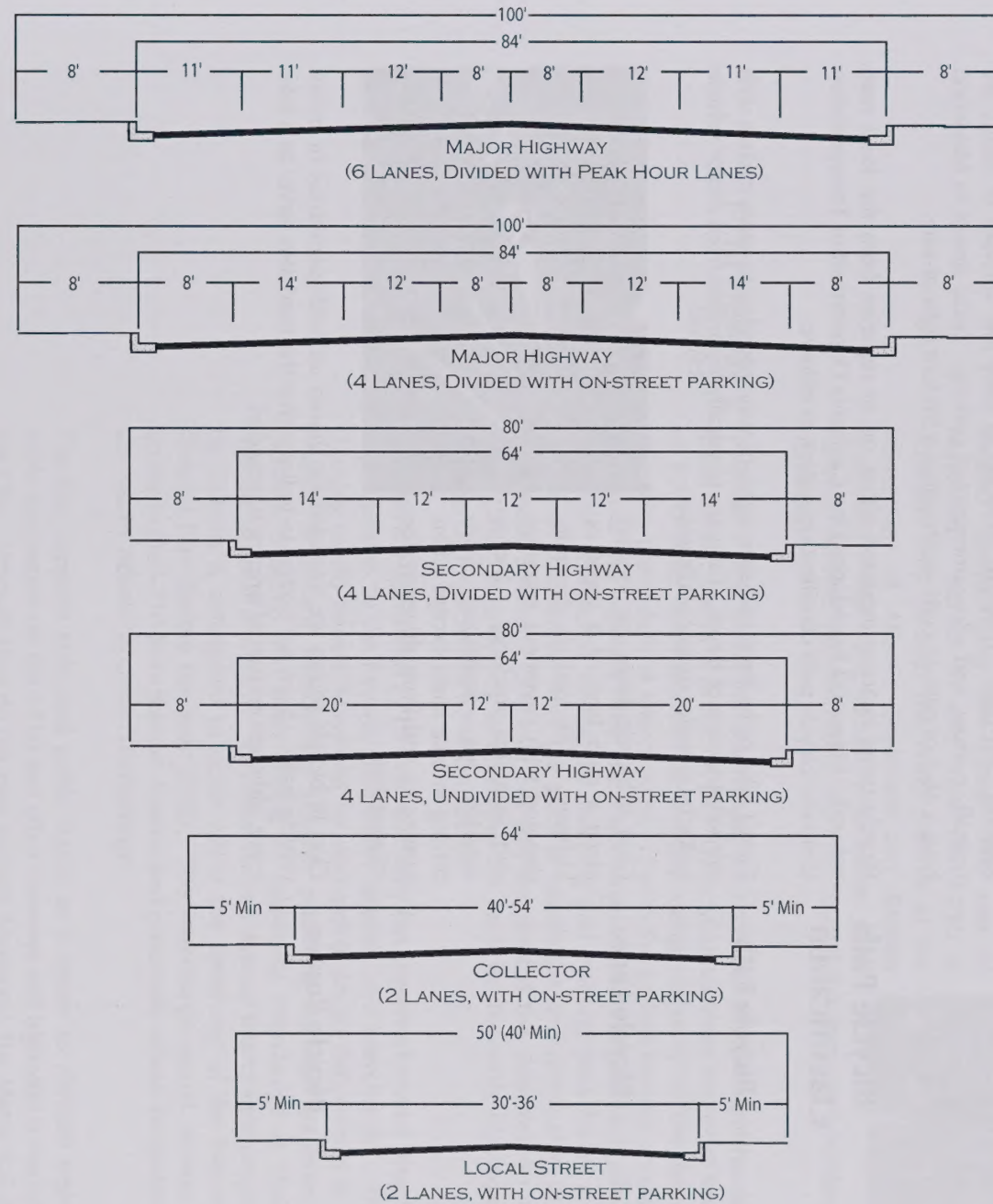
A freeway is a controlled access, high-speed roadway with grade-separated interchanges. A freeway is intended to carry high volumes of traffic from region to region. The planning, design, construction, and maintenance of freeways in California are the responsibility of the California Department of Transportation (Caltrans).

Major Highway

The function of a Major Highway is to connect traffic from minor arterials and collectors to other parts of the city, freeway interchanges, and adjacent major land uses. Major highways also provide a linkage between activity centers in the City to other adjacent communities and other parts of the region. Major Highways are designed to move large volumes of traffic, typically in the range of 40,000 to 60,000 vehicles per day. Major Highways have a curb-to-curb width of 84 feet within a 100-foot right-of-way. Access to adjacent land uses and the presence of parking should be minimal or prohibited completely.

Secondary Highway

A Secondary Highway serves as an intermediate route to carry traffic between local streets, collectors, and Major Highways. Secondary Highways are intended to provide access to all types of land uses and generally have no limitation on access. Parking is generally allowed during all periods of the day or may be prohibited during morning/evening peak periods. This roadway classification is designed to carry moderate levels of traffic, generally in the range of 15,000 to 25,000 vehicles per day. Secondary Highways provide an 80-foot curb-to-curb width within a 64-foot right-of-way.



SOURCE: CBA, January 2003: Katz, Okitsu & Associates.
No scale

Figure C-1
Roadway Cross-Section by Classification

Collector The primary purpose of a Collector is to serve as an intermediate route to carry traffic between local streets and highways. Collectors are intended to provide access to all types of land uses and generally have no limitation on access. Parking is typically allowed during all periods of the day or, if necessary, may be prohibited during peak hours on certain segments. Collectors are designed to carry moderate levels of traffic, generally in the range of 10,000 to 15,000 vehicles per day. A Collector has a curb-to-curb width that ranges from 40 to 54 feet contained within a 64-foot right-of-way.

Local Street Local streets provide direct vehicular, pedestrian, and bicycle access to adjacent land uses. They are intended to carry low volumes of traffic, are typically narrow, and allow unrestricted parking. Local streets in Maywood have a 36-foot curb-to-curb width within a 50-foot right-of-way.

Bicycle Path Classification Bicycle travel is accommodated either on or separate from the local road network. Maywood has adopted the California Department of Transportation (Caltrans) bicycle path classification system as follows:

Bicycle Paths Class I bike paths have exclusive rights-of-way intended to serve cyclists with the safest means of travel. They are physically separated from motor vehicle traffic by a barrier or spatial distance.

Bicycle Lanes Class II bicycle lanes are located along a curb lane of a street or highway. The path is generally denoted with pavement markings and lane line markings. Motor vehicles are prohibited from driving in bike lanes except when turning to and from driveways or intersections.



Bicycle Routes Class III bicycle routes are intended for shared use with pedestrian or motor vehicle traffic. Signs are posted to indicate that the road also serves as a bike route, although no special striping is provided.

CIRCULATION PLAN

Regional Access

The regional transportation system includes freeways, highways, and major thoroughfares that provide City residents and the business community with access to all areas of Los Angeles County and beyond. Interstate 710 (Long Beach Freeway) is located approximately one-quarter mile east of Maywood. Access to and from the I-710 is achieved only through the ramp systems at the intersection of Atlantic Boulevard and Bandini Boulevard. The next closest interchange is at Florence Avenue, approximately one mile beyond the southern boundary of Maywood.

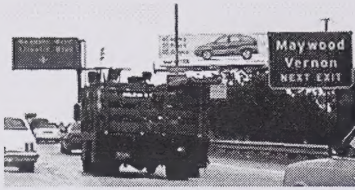


I-710 Freeway Issues

Interstate 710 is a vital interstate route, yet no major improvement has been made since it was built in the 1970s. Traffic volumes along the entire stretch of I-710 have overwhelmed the original design capacity of the freeway interchange, particularly at interchanges. Due to the limited freeway access for Maywood and adjacent cities, the interchange of I-710 at Atlantic Boulevard is severely congested during the morning and evening peak hours. The volume of truck traffic from the ports to warehouse and distribution points throughout Southern California has also accelerated the deterioration of I-710. Given its proximity to numerous rail yards to the north, Maywood is significantly impacted by I-710 congestion.

The METRO-sponsored I-710 Corridor Study has presented several proposed improvements to the freeway, its parallel arterials, and interchanges. These changes would benefit Maywood by eliminating design deficiencies at the Atlantic Boulevard interchange, possibly widening Atlantic Boulevard to increase capacity, and even adding an additional interchange at Slauson Avenue just east of the City. The new Slauson Avenue interchange proposed by Caltrans is anticipated to occur within the timeframe of the Maywood General Plan (before the year 2022). This interchange would provide full access to the I-710 from Slauson Avenue and potentially relieve congestion at the nearby Atlantic Boulevard interchange.

The City supports enhanced public transit as a means to alleviate regional traffic congestion on the I-710 and other freeways and highways surrounding the City. Although they do not pass through Maywood, the Metro Rail Blue Line and Green Line and the planned Eastside Transit Light Rail would increase the transportation options for City residents.



Goals and Policies

Goal 1

Minimize freeway impacts on the local street system while ensuring convenient access to the Long Beach Freeway (I-710) from Maywood.

Policy 1.1

Support efforts of the California Department of Transportation (Caltrans) to improve traffic flow on the freeway system and thereby reduce impacts on the City's arterial roadway network.

Policy 1.2

Work with Caltrans to provide a full or partial interchange of the Long Beach Freeway at Slauson Avenue.

Policy 1.3

Support efforts of Los Angeles County Metropolitan Transportation Authority (METRO) and other transportation agencies to increase use of mass transit and other alternatives to the private automobile as a way to reduce potential traffic loads on the Long Beach Freeway.

Local Street System



Maywood's road system is comprised of two Major Highways, one Secondary Highway, several Collectors, and a network of local streets. The Master Circulation Plan for the City is shown in Figure C-2. Maywood's street system is fully developed, with limited opportunities to create new routes and connections or to widen existing streets to conform to current standards.

Atlantic Boulevard and Slauson Avenue are the two Major Highways that provide access to all parts of the City and link Maywood to the freeway system (Figure C-2). As Atlantic Boulevard and Slauson Avenue are the primary facilities in the City for local and through traffic, the Atlantic Boulevard/Slauson Avenue intersection experiences LOS E conditions during evening peak hours. This poor LOS is due to heavy southbound through traffic on Atlantic Boulevard and to heavy volumes on both approaches of Slauson Avenue, as well as heavy truck traffic on these two corridors. As local and regional traffic growth places more vehicles on the City's major highways, the need to increase the number of lanes on Atlantic Boulevard and Slauson Avenue within the existing right-of-way will arise. Street improvements for Atlantic Boulevard and Slauson Avenue are ongoing as funding permits. These improvements include the construction of a raised/landscaped median and the provision of a third lane in each direction during peak hours. Other opportunities to improve traffic flow and safety include the use of Intelligent Transportation Systems (ITS) linked to signal networks in adjacent communities.





SOURCE: CBA, January 2003; Katz, Okitsu & Associates.

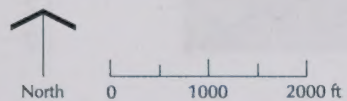


Figure C-2
Master Circulation Plan

Neighborhood Traffic Safety



Cut-through traffic, specifically around the intersection of Slauson Avenue and Atlantic Boulevard during peak travel hours, is a substantial neighborhood traffic safety concern in Maywood.

Cities have developed neighborhood protection plans to reduce the impacts of traffic on local residential streets. Such plans have been very effective in reducing traffic impacts on local residential streets by either slowing the speed of traffic and/or reducing the volume of cut-through traffic by making it less convenient for motorists to reach residential streets. Maywood will establish a Neighborhood Traffic Control Program, with the overall objective of reducing traffic impacts and, thus, improving the livability of its neighborhoods.

The Neighborhood Traffic Control Program design and adoption process will ensure that every neighborhood with demonstrated problems has equal access to neighborhood traffic control measures. The Program depends upon citizen involvement and may vary from year to year based upon funding available for neighborhood traffic control. The design and adoption process includes the following nine steps:

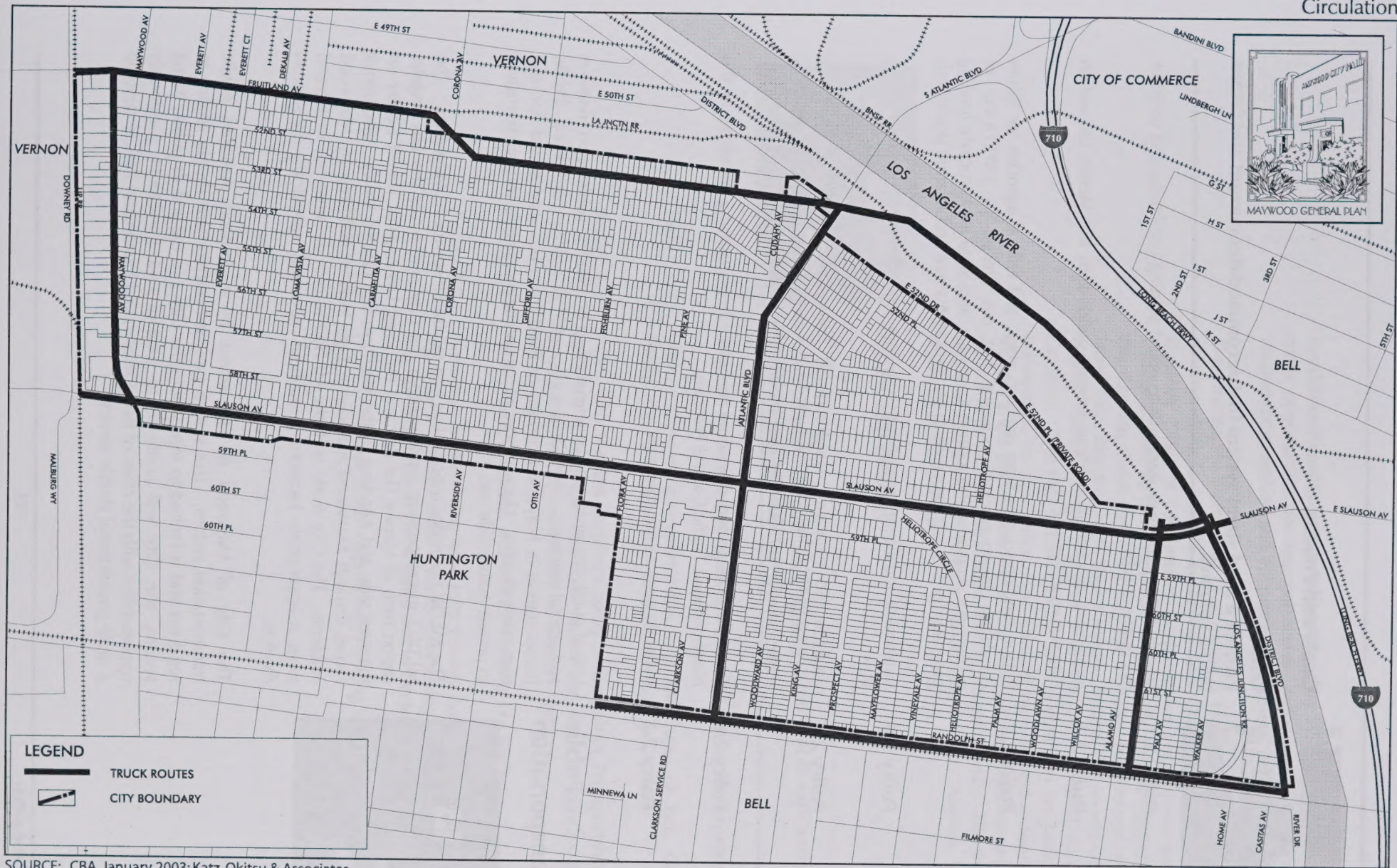
- Step 1 – Identify Candidate Streets/Neighborhoods
- Step 2 – Conduct a Preliminary Screening and Evaluation
- Step 3 – Survey/Petition Affected Persons
- Step 4 – Prepare an Engineering Analysis
- Step 5 – Convene Neighborhood Meetings
- Step 6 – Determine Prioritization and Funding
- Step 7 – Develop Demonstration Project
- Step 8 – Make Determination of Permanent Project
- Step 9 – Monitoring

Implementation of a successful neighborhood protection plan requires consultation with the neighborhood residents because the associated physical modifications often result in modified neighborhood travel patterns. To discourage cut-through traffic, the neighborhood streets must be made less attractive as alternate routes. This typically means making the street more difficult to access and slower to drive through. These changes not only impact neighborhood residents but also motorists cutting through the neighborhood. As appropriate, measures will be implemented on a temporary basis to test the effectiveness of the neighborhood protection plan and gauge community reaction.

Truck Routes



A great deal of movement of freight by truck occurs in and through Maywood. Proximity to the I-710, the I-5, and to the industrial city of Vernon contributes to the increased truck traffic experienced by Maywood residents. The City has designated a number of streets as truck routes to ensure the orderly movement of commercial vehicles carrying goods and materials throughout the community. The truck routes in Maywood connect with those in adjacent cities to form an integrated surface street network for the movement of trucks. Figure C-3 shows the designated truck routes within the City. As most of the designated truck routes are also highly traveled highways and collector streets, it is imperative that the City ensures that these routes are improved to maintain safe and efficient traffic flows for non-truck motorists and pedestrians.



SOURCE: CBA, January 2003: Katz, Okitsu & Associates.

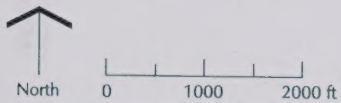


Figure C-3
Truck Route System

Maywood General Plan



Goals and Policies

Goal 2

Provide a local street system that accommodates current and future traffic volumes.

- Policy 2.1** Update current roadway standards to reflect existing conditions and conform to County standards.
- Policy 2.2** Implement all circulation improvements pursuant to the Master Circulation Plan shown in Figure C-2.
- Policy 2.3** Pursue funding sources from regional, state, and federal agencies for future circulation improvements, including but not limited to SAFETA-LU or subsequent programs, Proposition C, gas tax, and State infrastructure funding programs for future improvements on Slauson Avenue and Atlantic Boulevard.
- Policy 2.4** Implement intelligent transportation system technologies to improve traffic flow.
- Policy 2.5** Establish and maintain a Neighborhood Traffic Control Program to address cut-through traffic from the Atlantic Boulevard/Slauson Avenue intersection, traffic calming, and other neighborhood traffic issues.
- Policy 2.6** Establish a designated safe route to local schools utilizing measures in the Neighborhood Traffic Control Program.
- Policy 2.7** Maintain truck routes consistent with Figure C-3.

Public Transportation



Use of public transit has the beneficial effect of reducing vehicles on freeways and arterial roadways, and reducing associated air pollutant emissions. Public transportation in Maywood consists of fixed route bus service and demand responsive shuttles. These modes of transportation provide viable alternatives to private automobile use.

The METRO provides regional bus and rail transit service to Maywood. The METRO routes provide service within the City and across the Los Angeles region such as Marina Del Rey and the West Los Angeles Transit Center on the west side and Altadena in the Northern San Gabriel Valley. The transit routes through Maywood maintain a high level of ridership by Maywood residents. The City works with the METRO to provide more bus routes and stops at appropriate locations throughout Maywood, specifically on Slauson Avenue.

The City of Maywood is also served by a demand activated public transportation system. This system provides curb-to-curb shuttle service to residents and is limited to trips within the City. To expand its public transit system, the City will continue to explore and implement partnership opportunities with the cities of Bell, Cudahy, and Huntington Park to develop a multi-jurisdictional shuttle service.

In addition to public transportation offered by METRO, Maywood will explore other opportunities for regional access, including but not limited to, the proposed OrangeLine and the proposed Magnetic Levitation (Maglev) system.

The OrangeLine is proposed as an elevated, high-speed transportation system running along a 33-mile corridor. The OrangeLine would connect the Gateway Cities of Los Angeles to downtown Los Angeles and to Central Orange County by traveling on a former Pacific Electric right-of-way through the Gateway Cities region and Orange County. The OrangeLine is part of a larger Intra-Regional High Speed Maglev System that would connect major activity centers in Los Angeles, Riverside, Orange and San Bernardino Counties. The OrangeLine Maglev System plan also envisions longer-term connections to San Diego. The OrangeLine will have a Maywood station located at the intersection of Salt Lake Avenue and Gage Avenue. In addition there will be two shuttle stations serving the community. The shuttle stations will be located at Atlantic Boulevard/Slauson Avenue and Alamo Avenue/Slauson Avenue.



Goals and Policies

Goal 3

Facilitate access to public transportation that is safe and responsive to changing transit demands.

- Policy 3.1** Maintain and expand, as needed, Dial-a-Ride service for Maywood residents.
- Policy 3.2** Explore partnership opportunities with the cities of Bell, Cudahy, and Huntington Park to develop multi-jurisdictional Dial-a-Ride.
- Policy 3.3** Work with the Los Angeles County Metropolitan Transportation Authority (METRO) to provide more bus routes and stops at appropriate locations throughout the City, specifically on Slauson Avenue.
- Policy 3.4** Provide safe, adequate, aesthetically pleasing bus shelters.
- Policy 3.5** Participate in the OrangeLine Joint Powers Authority to pursue an elevated, high-speed transportation system connecting the Gateway Cities of Los Angeles to downtown Los Angeles and to Central Orange County.
- Policy 3.6** Work to improve transit opportunities linking Maywood to other areas of the region.

Bicycle and Pedestrian Circulation

Bicycling and walking are popular modes of transportation for recreation. Historically, Maywood did not provide designated bicycle facilities, with nearby routes limited to the Los Angeles River Trail that extends south to the San Pedro Bay. Under Senate Bill 821, two percent of the Los Angeles County Local Transportation Fund must be used for the development of pedestrian and/or bicycle facilities. The City will use these funds to establish a bicycle path system consistent with Figure C-4, the Master Plan of Bikeways.



Pedestrian mobility in the City is accommodated by sidewalks. The City supports installation of sidewalks in neighborhoods where the original design did not include them. For sidewalks to be an effective means of facilitating mobility, they need to be kept free of obstructions. Thus, Maywood has adopted a policy requiring that all equipment such as utility poles, fire hydrants, traffic controls, or street lighting to be placed on sidewalks, the equipment will be placed to minimize interference with pedestrian flow. The City is committed to enhancing pedestrian mobility, as well as meeting the needs of less mobile residents by continuing a multi-year program to install handicap access ramps throughout the community.



Goals and Policies

Goal 4

Provide for an extensive, integrated, and safe bicycle, and pedestrian network throughout the community, and make Maywood a pedestrian-friendly community.

- Policy 4.1** Establish and maintain a citywide Class II and Class III bicycle path system. Figure C-4 identifies existing Class III facilities.
- Policy 4.2** Coordinate with the Los Angeles County Metropolitan Transportation Authority to improve City bicycle routes within the Los Angeles County bicycle route system.
- Policy 4.3** Support efforts to link the bicycle path system to the Los Angeles River Bicycle Trail. Coordinate with organizations such as the Northeast Trees to create regional bicycle path system.
- Policy 4.4** Require that adequate bicycle and pedestrian facilities and amenities such as street trees, landscaping, paving, benches, waste receptacles, and bicycle racks be incorporated into new commercial development projects.

- Policy 4.5** Pursue funding sources from regional, state, and federal agencies, specifically under Senate Bill 821, to provide sidewalk improvements and enhancements, and to create and maintain bicycle paths.
- Policy 4.6** Require ground floor commercial uses to be oriented to the streets and sidewalks to encourage a vital and appealing pedestrian experience.
- Policy 4.7** Ensure that all sidewalks and walkways in the City are safe for pedestrian users by requiring that they be wide, well lit, and be appropriately shaded in commercial areas.

Parking



Parking facilities that are safe, convenient, and attractive represent an essential component of a functioning transportation system. With the introduction of mixed-use development along Slauson Avenue, the demand for off-street parking may increase. The City acknowledges the role that adequate parking plays in creating successful business centers and is committed to ensuring its adequate provision with the establishment of a City Parking Authority.

The creation of a City Parking Authority will allow broad opportunities for providing a flexible and efficient mechanism to meet all parking needs created by for new development. Utilizing a dual strategy for addressing parking on Slauson Avenue and Atlantic Boulevard, the Parking Authority could:(1) implement shared parking arrangements to make better use of the existing parking supply, and (2) provide public parking lots and/or structures to accommodate future demand associated with new development.

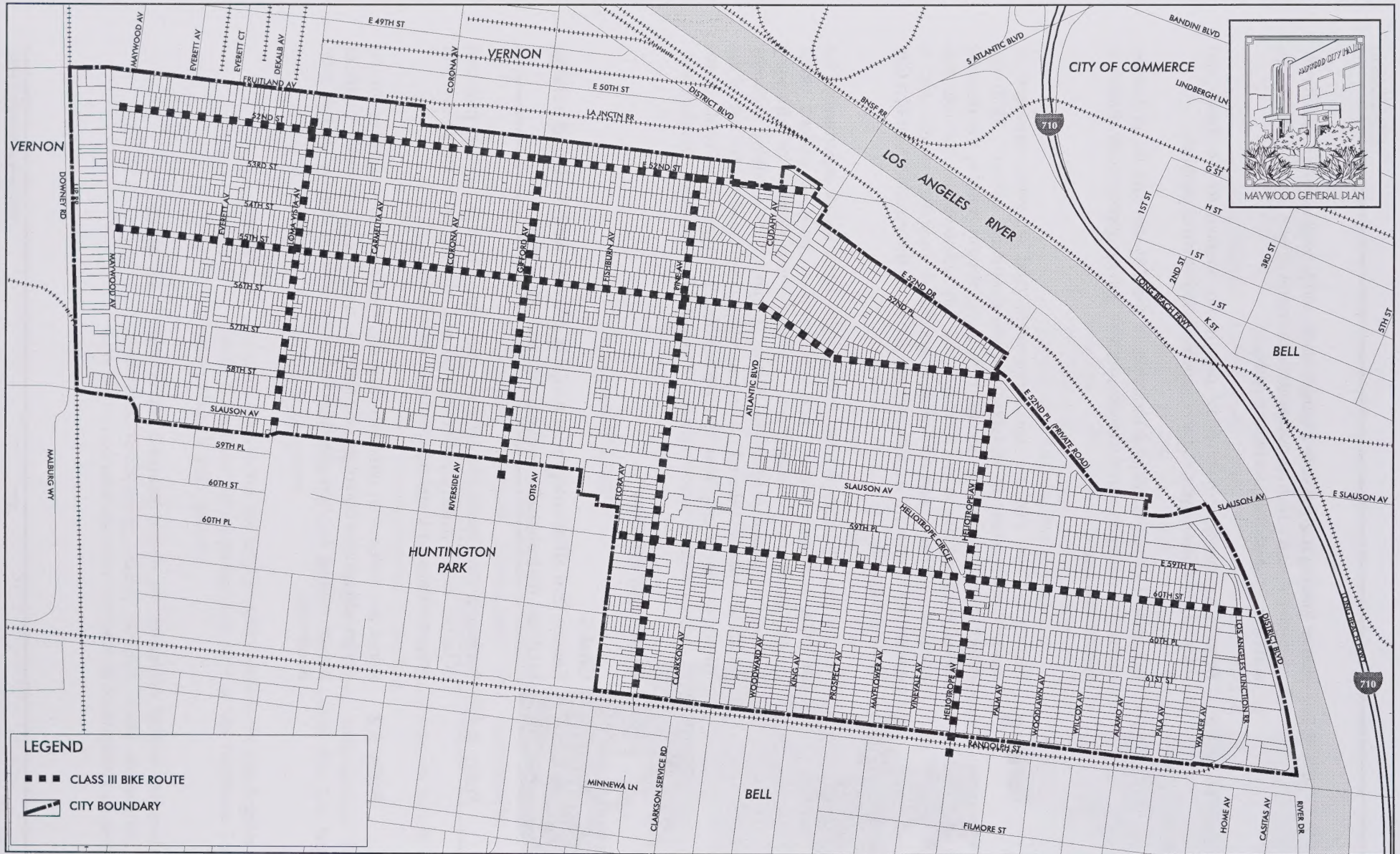


Goals and Policies

Goal 5

Ensure that all development projects provide well-designed parking facilities that are safe, convenient, and attractive.

- Policy 5.1** Establish a City Parking Authority with the responsibility to facilitate provision of secure shared parking facilities (public and private), and to ensure safe and proper maintenance and functioning of such facilities.
- Policy 5.2** Adopt and enforce an ordinance that sets forth definitive standards for the design and construction of parking facilities, as well as increasing the supply of secure parking for new development along Slauson Avenue and Atlantic Boulevard.



SOURCE: CBA, January 2003; Katz, Okitsu & Associates.

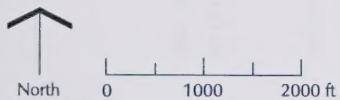


Figure C-4
Master Plan of Bikeways

IMPLEMENTATION PROGRAMS



IMPLEMENTATION PROGRAM

The purpose of the Implementation Program is to ensure the overall direction provided in the General Plan for growth and development is translated from general terms to specific actions. The implementation actions ensure effective implementation of the General Plan by coordinating General Plan priorities with the City's budget and capital improvement decisions. This approach ensures that the General Plan remains a dynamic, responsive document and that budget decisions are consistent with the long-term goals of the General Plan.

Each implementation action is a procedure, program, or technique that requires City action, alone or in collaboration with non-City organizations or agencies. Some of the implementation actions are processes or procedures the City currently administers on a day-to-day basis (such as development project reviews), while others identify new programs or projects.

The Maywood General Plan Land Use and Circulation Elements include an ambitious list of policies. Given the large number of policies and the limited resources that are available to the City annually, it may not be possible to fund every action and program needed to implement the General Plan at once. Implementation of the specific programs and actions will be subject to funding constraints.

The Implementation Program is organized by General Plan element. Programs or actions may relate to one or more goal or policy in the same or different elements.

Land Use Element Implementation

Action LU-1: Use City Codes to Enforce Property Maintenance

- Continue to aggressively enforce and strictly require compliance with City building, zoning, health and safety codes to promote property maintenance and to improve the visual appearance of residential neighborhoods and commercial and industrial areas.
- Conduct public education and outreach efforts to encourage reporting of illegal units and other situations requiring code enforcement.
- Conduct public education and outreach to property owners and tenants about sound property maintenance standards and practices.
- Enforce regulations regarding derelict or abandoned vehicles, outdoor storage, and substandard or illegal buildings.

IMPLEMENTATION PROGRAM

The purpose of this implementation program is to provide a systematic approach to the implementation of the program. The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner.

The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner.

The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner.

The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner. The program is designed to ensure that the program is implemented in a timely and effective manner.

Land Use Element Implementation

Action 11-B: The City of San Diego Property Management

- The City of San Diego Property Management is responsible for the implementation of the Land Use Element. The City of San Diego Property Management is responsible for the implementation of the Land Use Element. The City of San Diego Property Management is responsible for the implementation of the Land Use Element.
- The City of San Diego Property Management is responsible for the implementation of the Land Use Element. The City of San Diego Property Management is responsible for the implementation of the Land Use Element. The City of San Diego Property Management is responsible for the implementation of the Land Use Element.
- The City of San Diego Property Management is responsible for the implementation of the Land Use Element. The City of San Diego Property Management is responsible for the implementation of the Land Use Element. The City of San Diego Property Management is responsible for the implementation of the Land Use Element.

1. The first part of the paper is devoted to a general discussion of the problem of the origin of life.

2. In the second part, we shall consider the question of the origin of the first living organisms.

3. The third part of the paper is devoted to a discussion of the question of the origin of the first cells.

4. In the fourth part, we shall consider the question of the origin of the first organisms.

5. The fifth part of the paper is devoted to a discussion of the question of the origin of the first plants.

6. In the sixth part, we shall consider the question of the origin of the first animals.

7. The seventh part of the paper is devoted to a discussion of the question of the origin of the first man.

8. In the eighth part, we shall consider the question of the origin of the first human beings.

9. The ninth part of the paper is devoted to a discussion of the question of the origin of the first human societies.

10. In the tenth part, we shall consider the question of the origin of the first human civilizations.

11. The eleventh part of the paper is devoted to a discussion of the question of the origin of the first human cultures.

12. In the twelfth part, we shall consider the question of the origin of the first human religions.

13. The thirteenth part of the paper is devoted to a discussion of the question of the origin of the first human philosophies.

14. In the fourteenth part, we shall consider the question of the origin of the first human sciences.

15. The fifteenth part of the paper is devoted to a discussion of the question of the origin of the first human arts.

16. In the sixteenth part, we shall consider the question of the origin of the first human languages.

17. The seventeenth part of the paper is devoted to a discussion of the question of the origin of the first human literatures.

18. In the eighteenth part, we shall consider the question of the origin of the first human histories.

19. The nineteenth part of the paper is devoted to a discussion of the question of the origin of the first human geographies.

20. In the twentieth part, we shall consider the question of the origin of the first human politics.

21. The twenty-first part of the paper is devoted to a discussion of the question of the origin of the first human economics.

22. In the twenty-second part, we shall consider the question of the origin of the first human laws.

23. The twenty-third part of the paper is devoted to a discussion of the question of the origin of the first human customs.

24. In the twenty-fourth part, we shall consider the question of the origin of the first human traditions.

25. The twenty-fifth part of the paper is devoted to a discussion of the question of the origin of the first human superstitions.

26. In the twenty-sixth part, we shall consider the question of the origin of the first human myths.

27. The twenty-seventh part of the paper is devoted to a discussion of the question of the origin of the first human legends.

28. In the twenty-eighth part, we shall consider the question of the origin of the first human stories.

29. The twenty-ninth part of the paper is devoted to a discussion of the question of the origin of the first human poems.

30. In the thirtieth part, we shall consider the question of the origin of the first human songs.

- Control the proliferation of illegal units through code enforcement.
- Prioritize funding for Code Enforcement staffing and services.

Related Policies: 1.1, 1.2, 1.4, 1.6, 1.7, 1.8, 2.11, 2.12, 3.2, 7.1, 7.2
Responsible Agencies: Department of Building and Planning
Funding Sources: General and CDBG funds
Time Frame: Ongoing

Action LU-2: Promote Rehabilitation of Residential Units and Properties

- Continue to encourage and support improvement and rehabilitation through the City's Rehabilitation Program. Increase publicity for this program by providing bilingual brochures and flyers available at City-sponsored events and including articles and advertisements in local publications.
- Use redevelopment financing in conjunction with code enforcement to assist in the rehabilitation of residential units and properties.
- Pursue additional funding to expand existing City program, including allowing room additions as an eligible activity.

Related Policies: 1.1, 1.3, 1.5, 1.8, 7.2
Responsible Agencies: Department of Building and Planning
Funding Sources: CDBG funds, redevelopment tax increment
Time Frame: Ongoing

Action LU-3: Investigate the Feasibility of Expanding the Rehabilitation Program

- Encourage improvement of disinvested properties by researching funding opportunities that will enable the City to expand its rehabilitation program to commercial and industrial properties.

Related Policies: 2.7, 7.3
Responsible Agencies: Department of Building and Planning
Funding Sources: CDBG funds, redevelopment tax increment
Time Frame: Ongoing

Action LU-4: Expand Housing Options

- Assist in the development of housing units consistent with the Regional Housing Needs Assessment through the following actions:
 - Include specific criteria in the Zoning Ordinance for granting flexibility from development standards for mixed use residential projects and for housing affordable to lower income households.

- Encourage housing development using density bonus incentives, pursuant to State law.
- Continue to allow for the development of second units, pursuant to State law.
- Pursue additional funding for affordable housing development through the use of Redevelopment funds, the Los Angeles County Community Development Commission, State Department of Housing and Community Development, and U.S. Department of Housing and Urban Development, when available and as appropriate.
- Utilize redevelopment housing set-aside funds to create affordable housing options.

Related Policies: 1.9, 1.11, 6.1, 6.2, 6.3

Responsible Agencies: Department of Building and Planning

Funding Sources: CDBG funds, redevelopment tax increment

Time Frame: Ongoing

Action LU-5: Establish and Maintain Development and Design Standards

- Establish development and design standards that regulate the use of properties consistent with City's building, zoning, and health and safety codes. Require rehabilitation of established structures and new developments to be consistent with these guidelines to ensure safe, high quality, attractive, and consistent development that contributes to the identity of the community. Conduct public outreach to ensure resident, business owner, and property owners input. Specifically:
 - For projects involving residential uses, focus on neighborhood aesthetics and safety standards, particularly in multi-family developments.
 - For projects involving commercial uses, focus on landscape, signage, parking standards, public spaces, as well as site planning and architecture.
 - For mixed-use developments, focus on access, parking, pedestrian circulation, landscaping as well as site planning and architecture that encourages pedestrian circulation. Require that non-sales tax generating uses be located on second or upper floors of the building(s).
 - For projects involving industrial uses, focus on parking standards, landscaping standards, screening of storage areas, nuisance reductions, and the provision of buffers to improve compatibility in areas where residential and industrial uses abut each other.

Related Policies: 1.4, 1.6, 1.10, 2.13, 2.14, 3.1, 3.2, 3.3, 5.5, 6.3, 6.4, 6.5, 6.7, 6.8
Responsible Agencies: Department of Building and Planning
Funding Sources: General funds
Time Frame: 2006

Action LU-6: Attract and Retain Businesses

- Identify specific high-quality or niche businesses or business types that can better serve the local market and fill anticipated service and retail needs.
- Encourage City staff, current business owners, and the City of Maywood Chamber of Commerce to solicit and retain a range of businesses that maintain and enhance the commercial and business characteristics of Maywood's business districts.
- Explore the feasibility of offering development incentives such as land assembly assistance.
- Develop a marketing strategy to target businesses and increase the City's visibility in the commercial real estate market.

Related Policies: 2.1, 2.2, 2.3, 2.5
Responsible Agencies: Redevelopment, Chamber of Commerce, City Council
Funding Sources: Redevelopment tax increment
Time Frame: Ongoing

Action LU-7: Identify Development/Redevelopment Opportunity Sites

- Identify vacant and underutilized sites for key development and redevelopment opportunities. Create a database that prioritizes sites and identifies the types of opportunities that may be feasible and desirable on each site, and identify the type of funding/investment levels needed. Database can be made available to interested developers. Identify:
 - Sites within commercial and industrial areas that are good candidates to be recycled into cleaner, high quality, productive uses.
 - Underutilized sites in residential, commercial, and industrial areas that can be recycled into more intense and viable uses.
 - Sites or areas for the development of "signature" or "anchor" projects.
- Identify State, federal, and private funding opportunities.

Related Policies: 1.9, 2.4, 2.6, 2.8, 2.10, 2.14, 3.1
Responsible Agencies: Redevelopment, Department of Building and Planning
Funding Sources: Redevelopment tax increment
Time Frame: Ongoing

Action LU-8: Assess Impact of Development Proposals

- Review all development and redevelopment proposals to evaluate the impact on infrastructure, public facilities, and services including but not limited to sewer capacity, water supply, parks and recreation, and fire and police protection, among others.

Related Policies: 4.1, 4.2
Responsible Agencies: Department of Building and Planning, Planning Commission, City Council
Funding Sources: General funds
Time Frame: Ongoing

Action LU-9: Conduct Public Service, Facility, and Infrastructure Reviews

- Complete an assessment of public services, facilities, and infrastructure that includes a condition/capacity analysis. Areas to cover include, but are not limited to, water supply, treatment, and distribution; sewage treatment; solid waste disposal; drainage/flood control; fire protection; police protection; parks and recreation; and libraries.
- Identify areas where the current and future demand will necessitate additional facilities or increased levels of services.
- Determine if and how social, child care, library, and governmental administration facilities and services can be expanded and enhanced to meet residents' changing needs.
- Coordinate with public/quasi-public agencies to ensure the provision of quality services to City residents and to plan for future demand as density and population changes.
- Balance infrastructure and facility fees with the cost to providing services to new development.

Related Policies: 4.3, 4.4, 4.5, 4.6, 4.7, 5.1, 5.2, 5.3, 5.4, 5.7
Responsible Agencies: Department of Building and Planning, Department of Parks and Recreation, other public/quasi-public agencies
Funding Sources: General funds

Time Frame: Conduct review in 2006 and periodically update the inventory as part of capital improvement planning

Action LU-10: Establish Zoning Incentives

- Establish zoning incentives such as in density/intensity bonuses, flexibility in development standards, and shared parking opportunities to encourage mixed-use and commercial development along Slauson Avenue and Atlantic Boulevard.

Related Policies: 2.8, 2.10, 6.1, 6.2

Responsible Agencies: Department of Building and Planning

Funding Sources: General funds

Time Frame: 2007

Action LU-11: Research the Establishment of a City Parking Authority

- Research the financial feasibility and the legal requirements for establishing a City Parking Authority. Create a list of funding sources and priorities. Priorities will include, but not be limited to, the provision of public parking lots or structure, the maintenance and safety of public parking facilities, and the facilitation of shared parking arrangements in and around future mixed-use development on Slauson Avenue and Atlantic Boulevard.

Related Policies: 6.6 (Land Use Element), 5.2 (Circulation Element)

Responsible Agencies: Department of Building and Planning, Planning Commission, City Council

Funding Sources: General funds

Time Frame: 2008

Action LU-12: Adopt a Streetscape Enhancement Plan

- Assess the need for improvements to medians, sidewalks, lighting, and public signs on streets, and establish a Streetscape Enhancement Plan. Within the Plan:
 - Identify roadways that need streetscape improvements.
 - Install gateways to differentiate Maywood from neighboring jurisdictions.
 - Improve roadways in residential neighborhoods and commercial areas such as on Slauson Avenue and Atlantic Boulevard.
- Research available funding opportunities, including public/private partnerships and State and federal grants.

Related Policies: 7.2, 7.3, 7.4, 7.5
Responsible Agencies: Department of Building and Planning
Funding Sources: General funds, CDBG funds
Time Frame: 2008

Action LU-13: Increase Parkland Acreage

- Investigate the potential to create an incentive program to encourage new park development.
- Prepare, adopt, and implement a parkland ordinance. Consistent with Quimby Act regulations, in-lieu fees may be collected to satisfy park provision requirements. Require payment of park in-lieu fees and/or dedication of land for parks and/or dedication and provision of park and recreation equipment as conditions of new development, as applicable.
- Create a database of potential mini park sites within the City to facilitate the creation of new park and recreational resources. Identify the types of opportunities that may be feasible on a specific site and the type of funding/investment levels needed. Identify State, federal, and private funding opportunities.
- Research the feasibility of engaging in joint-use agreements with local schools to provide recreational facilities during non-school hours.
- Aggressively pursue private, federal, and state funding for mini park creation and for the maintenance of community resources and programs, when available. Conduct periodical searches in the California Governor's Office of Planning and Research GetGrants database that identifies grant sources within California agencies. Work with non-profit organizations such as Project for Public Space to acquire low or no-cost technical assistance, education, and research regarding park and recreation development.
- Consider adopting an "Adopt a Park" program encouraging local business and civic groups to assist with facility maintenance and/or acquisition.

Related Policies: 8.1, 8.2, 8.3, 8.4, 8.5, 9.1, 9.2
Responsible Agencies: Department of Building and Planning, Department of Parks and Recreation, Planning Commission, and City Council
Funding Sources: General funds, CDBG funds, redevelopment tax increment, and others as available and appropriate
Time Frame: 2007

Circulation Element Implementation

Action C-1: Support Regional Transportation Planning

- Work with the neighboring jurisdictions, Los Angeles County Metropolitan Transportation Authority (METRO) and Caltrans to provide efficient traffic management along regional routes and to mitigate proposed projects in other jurisdictions that may impact areas of Maywood.
- Support efforts of Caltrans to provide a full or partial interchange of the Long Beach Freeway at Slauson Avenue and to improve traffic flow on the freeway system.
- Support efforts of the Los Angeles County Metropolitan Transportation Authority and other transportation agencies to increase the use of public transit as a way to reduce traffic congestion.
- Participate in the OrangeLine Joint Powers Authority to pursue a high-speed regional transportation that can serve Maywood.

Related Policies: 1.1, 1.2, 1.3, 3.4

Responsible Agencies: City Council, Department of Building and Planning

Funding Sources: General funds, State and Federal Transportation funds, and others as available and appropriate

Time Frame: Ongoing

Action C-2: Update Roadway Classification System

- Update the City's roadway classification system to better conform to the County's roadway standards and to reflect more accurately Maywood's existing roadway conditions.
- As a condition of approval, require roadway dedications for new developments located along street segments with less than standard road widths. Once right-of-way is obtained, widen roadways to conform to roadway classification system.

Related Policies: 2.1, 2.2

Responsible Agencies: Department of Building and Planning

Funding Sources: General funds

Time Frame: Ongoing

Action C-3: Improve Circulation System

- Design, fund, and construct or implement the circulation system improvements consistent with the Master Circulation Plan. Specifically, with regard to Atlantic Boulevard and Slauson Avenue, the following improvements are identified:
 - Construct a raised/landscaped median and provide a 3rd lane (10 foot) in each direction during peak hours with parking restrictions.
 - Improve roadways to full Major Highways Standards.
 - Improve roadway capacity on Atlantic Boulevard between District Boulevard and Randolph Street and on Slauson Avenue between Maywood Avenue and Alamo Avenue.
 - Coordinate with adjacent cities to prioritize the implementation of Intelligent Transportation Systems (ITS).

Related Policies: 2.2, 2.4

Responsible Agencies: Department of Building and Planning

Funding Sources: General funds, State and Federal Transportation funds, and others as available and appropriate

Time Frame: Ongoing

Action C-4: Identify and Pursue Unique Funding Opportunities for Transportation-related Improvements.

- Identify and prioritize a master list of funding resources related to roadway and circulation improvements, sidewalk improvements, transit services enhancement, and bicycle paths establishment and maintenance. Review regularly and contact agencies to ensure the efficient use of outside funding sources. Agencies/resources will include but not be limited to:
 - Regional, state and federal agencies
 - Infrastructure loans
 - Transportation Equity Act (TEA) funding
 - Gas Tax funding

Related Policies: 2.2, 2.3, 4.5

Responsible Agencies: Department of Building and Planning

Funding Sources: General funds

Time Frame: Establish master list by 2007

Action C-5: Control Neighborhood Traffic

- Establish a Neighborhood Traffic Control Program and prioritize criteria for completing modifications identified in the Program to mitigate neighborhood traffic intrusion (cut-through traffic) from truck and commuter traffic.
- Prioritize Neighborhood Traffic Control Program implementation at the Atlantic Boulevard /Slauson Avenue intersection.
- Conduct other studies to determine methods to best mitigate traffic and parking impacts on neighborhoods and business areas.
- Pursue grants to complete such improvements.

Related Policies: 2.5, 2.6

Responsible Agencies: Department of Building and Planning, Police Department

Funding Sources: General funds

Time Frame: Establish program by 2006

Action C-6: Enforce Truck Routes

- Maintain and enforce truck routes as shown in Figure C-3.
 - Clearly mark truck routes.
 - Prohibit on-street truck parking for loading and unloading via City ordinances and enforcement.
 - Prioritize the improvement and maintenance of truck routes to maintain decent traffic flows and safety for non-truck motorists and pedestrians.

Related Policies: 2.7

Responsible Agencies: Department of Building and Planning, Police Department

Funding Sources: General funds

Time Frame: Establish program by 2006

Action C-7: Identify Safe Routes to Schools

- Coordinate with the school districts and other entities to develop "Suggested Route to School Plans" for all schools serving students in Maywood. Such plans will identify all pedestrians, bicycle facilities, and traffic control devices for residents to determine the most appropriate travel route.
- Post routes on the City's website and request that the routes be posted on school websites.

Related Policies: 2.6 and 5.6 (Land Use Element)
Responsible Agencies: Department of Building and Planning, school districts
Funding Sources: General funds
Time Frame: Develop plans by 2006

Action C-8: Operate and Expand the Maywood Dial-a-ride

- Continue to operate the City's Dial-A-Ride program, and if feasible, consider expansion.
- Regularly review service levels to ensure that users' needs are met.
- Explore partnership opportunities with the cities of Bell, Cudahy and Huntington Park to pursue opportunities to expand the service area and to provide expanded services.
- Pursue grants from the Los Angeles County Metropolitan Transportation Authority, the State, federal transportation agencies, and other sources to fund operation and expansion of the Dial-a-Ride service.

Related Policies: 3.1, 3.2, 3.3
Responsible Agencies: Department of Building and Planning, METRO, and neighboring jurisdictions
Funding Sources: General funds, State and Federal Transportation funds, and others as available and appropriate
Time Frame: Ongoing

Action C-9: Improve and Expand Regional Transportation Services

- Work with the Los Angeles County Metropolitan Transportation Authority to provide more bus routes and stops at appropriate locations throughout the City.
- Participate in the OrangeLine Joint Powers Authority to pursue an elevated, high-speed transportation system connecting the Gateway Cities of Los Angeles to downtown Los Angeles and to Central Orange County. Specifically, the City will
 - Attend Authority and related meetings
 - Assist in the pursuit of federal funding
 - Assist in the planning of line alignment

Related Policies: 3.3, 3.5
Responsible Agencies: City Council, OrangeLine Joint Powers Authority
Funding Sources: General funds
Time Frame: Ongoing

Action C-10: Encourage the Use of Public Transit

- Continue to offer METRO bus pass subsidies to Senior and handicapped City residents.
- Require incorporation of transit-friendly design features and appropriate amenities into public and private development projects to promote and encourage the use of public transit.

Related Policies: 3.3, 3.4
Responsible Agencies: Department of Building and Planning, METRO
Funding Sources: General funds
Time Frame: Ongoing

Action C-11: Provide Facilities and Amenities to Encourage the Use of Alternative Forms of Transportation

- Require development projects to incorporate bicycle and pedestrian friendly amenities such as streetscape, sidewalk improvements, bicycle racks, parking and stands, and bus shelters.
- Encourage site planning that encourages pedestrian circulation.

Related Policy: 3.4, 4.4, 4.5, and 5.6 (Land Use Element)
Responsible Agencies: Department of Building and Planning, Parks and Recreation Department
Funding Sources: Private funds
Time Frame: Ongoing

Action C-12: Support and Encourage Bicycle Circulation

- Design, fund, build, and maintain a citywide Class II and Class III bicycle path system consistent with the Master Plan of Bikeways as illustrated in Figure C-4 of the General Plan.
- Prioritize bicycle improvements that help to enhance or complete connections to bus stops.
- Coordinate with the County and METRO to improve City bicycle route connections to the Los Angeles County bicycle route system. Encourage links to transit stations and the Los Angeles River Bicycle Trail.

Related Policies: 4.1, 4.2, 4.3
Responsible Agencies: Department of Building and Planning, Parks and Recreation Department, METRO, County Parks and Recreation Department
Funding Sources: State and Federal Transportation funds, and others as available and appropriate
Time Frame: Ongoing

Action C-13: Ensure New Development Provides for Adequate Parking

- Draft, adopt, and enforce a parking facilities ordinance that sets forth standards for the design and construction of parking facilities. Require developers of higher density/intensity commercial and residential properties to provide adequate parking facilities to accommodate the increased traffic and population caused by their development and that adequate onsite employee parking is available.
- Review all development proposals to ensure that adequate parking is provided pursuant to zoning requirements.
- Allow for shared parking only where documented evidence clearly indicates shared parking will provide adequate parking facilities for all uses.
- Establish a City Parking Authority with the responsibility to facilitate provision of secure shared parking facilities

Related Policies: 5.1 and 5.2 (Circulation Element), 6.5 (Land Use Element)
Responsible Agencies: Department of Building and Planning
Funding Sources: General funds
Time Frame: Amend ordinance by 2007

Section 1: Introduction and Background

The purpose of this document is to provide a comprehensive overview of the project's objectives, scope, and the current status of the work. This section will also outline the key stakeholders involved in the project and the roles they are expected to play.

The project is being undertaken to address the following key areas:

1.1. Project Objectives and Scope

1.1.1. Project Objectives

1.1.2. Project Scope

1.1.3. Project Deliverables

1.1.4. Project Risks

1.1.5. Project Stakeholders

1.1.6. Project Timeline

1.1.7. Project Budget

The project is being undertaken to address the following key areas:

1.1.1. Project Objectives

1.1.2. Project Scope

1.1.3. Project Deliverables

1.1.4. Project Risks

1.1.5. Project Stakeholders

1.1.6. Project Timeline

1.1.7. Project Budget

1.1.8. Project Communication

1.1.9. Project Monitoring and Control

1.1.10. Project Closure

Section 2: Project Management Framework

The project management framework is designed to ensure that the project is managed effectively and efficiently. This section will outline the key components of the framework, including the project management process, the project management tools, and the project management roles.

The project management process is defined by the following key components:

2.1. Project Management Process

2.1.1. Project Management Tools

2.1.2. Project Management Roles

2.1.3. Project Management Communication

2.1.4. Project Management Monitoring and Control

2.1.5. Project Management Closure

2.1.6. Project Management Evaluation

2.1.7. Project Management Improvement

2.1.8. Project Management Reporting

2.1.9. Project Management Documentation

2.1.10. Project Management Archiving

2.1.11. Project Management Review

2.1.12. Project Management Feedback

U.C. BERKELEY LIBRARIES



C124881420

Oxford[®]

ASSEMBLED IN MEXICO

 **ESSELTE**

NO. 71006



30% POST-CONSUMER
30% DE REBUTS DE CONSOMMATION
30% DE DESPERDICIO DE PRODUCTO USADO

